

*"Then came the jolly summer, being dight
In a thin silken cassock colour'd green."*

—Spenser.

SUMMER SAUNTERINGS

BY THE

B. ^{AND} L.

A GUIDE TO PLEASANT PLACES AMONG THE MOUNTAINS,
LAKES AND VALLEYS OF NEW HAMPSHIRE,
VERMONT AND CANADA.

EDITION FOR 1886.

Tickets for Tours described herein are obtainable at the
Company's Ticket Offices:

218 WASHINGTON STREET, BOSTON, { L. S. DOW, PASSENGER AND FREIGHT AGENT.
THREE DOORS SOUTH OF OLD STATE HOUSE,
PASSENGER STATION, BOSTON, ON CAUSEWAY STREET, { N. B. DANA, TICKET AGENT.
OPPOSITE PORTLAND STREET,
85 WASHINGTON STREET, SALEM, CHAS. ODELL, TICKET AGENT.
PASSENGER STATION, LAWRENCE, ON ESSEX STREET, C. R. CASWELL, AGENT.
PASSENGER STATION, LOWELL, ON MIDDLESEX STREET, A. Y. CASWELL, TICKET AGENT.

ALSO AT THE

Principal Ticket Offices of the Pennsylvania R.R., and the Philadelphia & Reading R.R.,
south and west of New York; at the New York Offices of the Fall River, Norwich,
Stonington, and Providence Lines; at the Agencies of Thomas Cook & Son,
261 Broadway, New York, and 197 Washington Street, Boston; and at
the principal New England Ticket Offices.

ISSUED BY PASSENGER DEPARTMENT

BOSTON & LOWELL RAILROAD.

RAND AVERY SUPPLY CO., BOSTON.

BOSTON & LOWELL RAILROAD.

OFFICIAL STAFF.

EDWIN MOREY . . . President, Boston.
O. S. MELLEN . . . General Superintendent, Boston.
C. E. A. BARTLETT . . . Treasurer, Boston.
H. N. TURNER . . . General Freight Agent, Boston.
LUCIUS TUTTLE . . . General Passenger Agent, Boston.
A. A. STROUT . . . Counsel, Boston.
W. F. SIMONS . . . Superintendent Southern Division, Boston.
GEO. E. TODD . . . Superintendent Northern Division, Concord, N.H.
W. A. STOWELL . . . Supt. White Mountains Division, Woodsville, N.H.
E. F. MANN . . . Asst. Supt. White Mts. and Vt. Divs., Woodsville, N.H.
A. B. JEWETT . . . Superintendent Vermont Division, St. Johnsbury, Vt.
D. C. PRESCOTT . . . Assistant General Freight Agent, Boston.
G. W. STORER . . . Assistant General Passenger Agent, Boston.
B. F. KENDRICK . . . Auditor, Boston.
W. R. BRACKETT . . . General Baggage Agent, Boston.
J. K. TAYLOR . . . Superintendent Motive Power, Boston.
G. M. TOMPSON . . . Chief Engineer, Boston.
GEO. E. SHEPARD . . . Purchasing Agent, Boston.
E. SANDS . . . Travelling Passenger Agent, Boston.

GENERAL OFFICES IN PASSENGER STATION, CAUSEWAY STREET, BOSTON.

BOSTON & LOWELL RAILROAD.

OFFICIAL STAFF.

EDWIN MOREY . . . President, Boston.
C. S. MELLEN . . . General Superintendent, Boston.
C. E. A. BARTLETT . . . Treasurer, Boston.
H. N. TURNER . . . General Freight Agent, Boston.
LUCIUS TUTTLE . . . General Passenger Agent, Boston.
A. A. STROUT . . . Counsel, Boston.
W. F. SIMONS . . . Superintendent Southern Division, Boston.
GEO. E. TODD . . . Superintendent Northern Division, Concord, N.H.
W. A. STOWELL . . . Supt. White Mountains Division, Woodsville, N.H.
E. F. MANN . . . Asst. Supt. White Mts. and Vt. Divs., Woodsville, N.H.
A. B. JEWETT . . . Superintendent Vermont Division, St. Johnsbury, Vt.
D. C. PRESCOTT . . . Assistant General Freight Agent, Boston.
G. W. STORER . . . Assistant General Passenger Agent, Boston.
B. F. KENDRICK . . . Auditor, Boston.
W. R. BRACKETT . . . General Baggage Agent, Boston.
J. K. TAYLOR . . . Superintendent Motive Power, Boston.
G. M. TOMPSON . . . Chief Engineer, Boston.
GEO. E. SHEPARD . . . Purchasing Agent, Boston.
E. SANDS . . . Travelling Passenger Agent, Boston.

GENERAL OFFICES IN PASSENGER STATION, CAUSEWAY STREET, BOSTON.

ILLUSTRATIONS.

Agassiz Basin	Frontispiece.
	PAGE
Boston Station	10
Old Powder House	12
Tyngsboro' Curve	14
Hooksett Falls	18
Lower Falls of Ammonoosuc	20
Lake Sunapee	23
Sunapee Harbor	25
Webster Lake	28
Ox Bow, near Haverhill	31
Hotel Ponemah	60
Conant Hall	62
Dublin Pond	64
The Weirs	72
Ossipee Mountain Park	75
Lake View—Sunapee	78
Newfound Lake	81
Old Man of the Mountains	84
Profile Stage Road	87
Profile House	89
The Flume	91
Forest Hills	94

	PAGE
Sugar Hill	96
The Maplewood	98
Twin Mountain House	100
Fabyan House	102
Mount Washington Railway	104
Lancaster House	106
Mount Pleasant House	110
Crawford House	112
Sinclair House	138
Mount Monadnock	141
Franconia Notch	142
Livermore Falls	145
Pemigewasset House	149

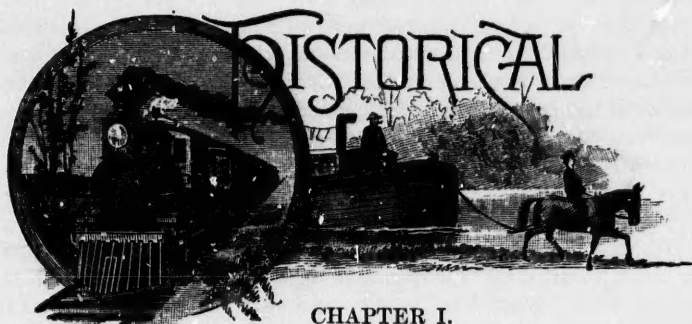
Map of B. & L. System	Inside front cover.
Map of Lake Winnepesaukee	71
Map of Lake Sunapee	77
Map of Pemigewasset Valley	154
Map of Littleton	155
Map of Franconia	156
Map of Bethlehem	157
Map of Jefferson	158

For General Index, see page 172.

	PAGE
Sugar Hill	96
The Maplewood	98
Twin Mountain House	100
Fabyan House	102
Mount Washington Railway	104
Lancaster House	106
Mount Pleasant House	110
Crawford House	112
Sinclair House	138
Mount Monadnock	141
Franconia Notch	142
Livermore Falls	145
Pemigewasset House	149

Map of B. & L. System	Inside front cover.
Map of Lake Winnepesaukee	71
Map of Lake Sunapee	77
Map of Pemigewasset Valley	154
Map of Littleton	155
Map of Franconia	156
Map of Bethlehem	157
Map of Jefferson	158

For General Index, see page 172.



CHAPTER I.

The original main line of the Boston & Lowell Railroad was only twenty-six miles in length; and for many years it remained "little among the thousands" of great railway lines. Now that it has widely reached out, and, by purchase, lease and business contract, secured the management or traffic of many connecting and tributary roads, so that it has become the largest railroad system in New England, it is interesting to recall the fact that, as it was the first railroad chartered in New England for passenger transportation, so it was the first to be completed and operated its entire length, and it was the third or fourth in the United States.

In 1821, what is now the city of Lowell was a straggling village of twelve houses; some time previous a canal had been dug around Pawtucket Falls, on the Merrimack River, for purposes of navigation. In 1822, an organization was effected under the name of "The Locks and Canal Co." on the Merrimack River, to utilize the water power for manufacturing purposes, and the first wheel was set in motion Sept. 1, 1823. The facilities for the transportation of raw material to, and manufactured goods from, the place, were the river from Newburyport *via* Haverhill, the Middlesex Canal from Boston, and the highways; the latter being sandy in summer, muddy in spring and early winter, and often blockaded with snow in mid-winter. In 1829, Messrs. William Appleton, Patrick T. Jackson and Kirk Boott, of Boston, with other far-seeing men of the owners and managers of water power and mills located at Lowell, were convinced that there must be greater transportation facilities for the proper development of their investments; for already on an average as many as twenty-four tons of freight passed daily between the manufacturing village and the then young city of Boston, and "six stage-coaches, drawn by four and six horses each," conveyed "from 100 to 120 passengers daily from one town to the

other." This is a small amount of freight and number of passengers to us, but for that day indicates that great business activity had begun in eastern Massachusetts. It was evident that something must be done speedily, and certain enterprises in England and other parts of this country attracted their attention and directed their efforts.

In 1827, a road three miles in length, with rails of wood covered with iron, was opened from the Quincy granite quarries to the Neponset River, and successfully used with horse-propelling power. This same year another similar road, nine miles in length, was opened among the coal mines of the Lehigh region in Pennsylvania; and, in 1829, the Delaware & Hudson Canal Co. constructed a third railroad. All of these were operated either by gravity, animals, or stationary steam engines, and were for freight transportation only. The latter company, hearing of the success of Stephenson in moving loads of coal in England on a railroad, sent an agent there, who purchased a locomotive steam engine named the "Stourbridge Lion," which was tested on their road at Honesdale, Penn., August 8, 1829, "which was, without a shadow of doubt, the day the first locomotive turned a driving wheel upon a road on the American continent."

The Massachusetts Legislature of 1829 had ordered a survey, at State expense, to ascertain the practicability of a railroad between Boston and Lowell. It was made by Mr. James Haywood, and his report transmitted to the Legislature by Gov. Levi Lincoln on Jan. 1, 1830. The previous October, Stephenson had made his successful experiment with a locomotive steam engine on the Manchester & Liverpool Railroad. All these movements had been closely watched by those interested in the Lowell "Locks and Canal Co.," and on Jan. 18, 1830, Patrick T. Jackson, Esq., requested Kirk Boott, Esq., agent, to call a meeting of the directors, by whom he hoped a meeting of the "proprietors" would be called, and he states that his "object is to draw the attention of the proprietors of that stock to the project for building a railroad from this place (Boston) to Lowell." The directors' meeting was the 22d and the proprietors the 27th of January, at the house of Mr. Jackson, No. 22 Winter Street, Boston, when the first step was taken for the organization of a company to build the Boston & Lowell Railroad. The project was strenuously opposed by the owners of the Middlesex Canal, but the Legislature of that year granted a charter, giving the company the exclusive right to railroad transportation between Boston and Lowell for thirty years, which rights the courts afterwards sustained them in asserting. The road was so well located and built that there no grade over ten feet to the mile, except at the overhead crossing of the Fitchburg Railroad in Somerville, and all the curves are wide and easy.

A copy of "The Merchants' and Traders' Guide and Strangers' Memorandum Book for the year of our Lord 1836," says: "This road was opened for public accommodation on the 24th of June, 1835, [the Providence road was opened June 11th, and the Worcester, July 4th, of the same year,] and its cost thus far exceeds \$1,000,000. The road is

built with a single track, and is constructed of the iron edge-rail, supported by cast-iron chairs on stone blocks and stone sleepers, resting on stone foundation walls. A second track is commenced and laid about five miles." This second track was not so expensively laid with stone foundation walls, as it was found that the frost would not heave the sleepers so much as was feared. All of the stone blocks and stone sleepers have now been removed, being replaced with wood; but many of them may yet be seen lying by the railroad side between Boston and Lowell. The rails were not of the now universal "T" pattern, but what were called "fish bellies," because they were wider perpendicularly in the middle than the ends where they rested on the chairs; they were of iron and weighed only 35 pounds to the yard and broke easily. The first locomotive used on the road was built in England and named the "Stephenson," and, among other peculiarities, had the plates on the side of her fire-box *welded* instead of riveted. The first passenger car was an open one; covers were soon provided, above which was a chaise-top for the conductor, who was the lookout, and carried a silver whistle to blow as a signal, which however could hardly be heard when the train was in motion, on account of the force of the wind. The engines had no cabs, and the engineer and fireman were exposed to all the extremes of weather.

"The Merchants' and Traders' Guide," before quoted, also contains the following interesting notice in connection with the above: "Before the starting of the cars, stages leave Nos. 9 and 11 Elm Street, and City Tavern, Brattle Street, and call at almost any part of the city for passengers, and take them to the depot free of charge. Arrangements have not yet been made, though they are in progress, for the conveyance of merchandise, but there is a private car attached to the train for the purpose of conveying small quantities of merchandise. Probably this was the forerunner of the modern express company."

The Boston terminus was then at the foot of Lowell Street, where the freight-house now is. In 1857, the present site of the station on Causeway Street was occupied, and the present costly and commodious depot, 700 feet long, having a frontage of 205 feet, with a train-house having an arch with a clear span of 120 feet without any central support, was occupied in 1874. The spot upon which it stands is made land, and the Blackstone Canal which formerly crossed Boston along the line of the street of that name, intersected Causeway Street near this point, that street being originally what its name implies, a causeway with water on either side. The writer's father has told him he had often seen vessel's jib-booms extending over that street, the water allowing them to be moored by its side.

A SIGNIFICANT FACT.

The Boston and Lowell is now a double-track road as far as Nashua, (and the Concord Railroad, constituting a part of the through line, is double-tracked to Concord,) and, including all its branches and leased lines, is in the best possible condition as regards the road-bed, bridges,

crossings, switches and signals, and is thoroughly equipped in all respects, with elegant coaches having every appliance for comfort and safety; its locomotives are of the best and most powerful pattern; its engineers, conductors and train-men intelligent and efficient men, who have grown up with the road; while the management is both progressive and careful; all of which accounts for the SIGNIFICANT FACT that on "the old Boston and Lowell road" NO PASSENGER HAS EVER BEEN FATALLY INJURED WHILE INSIDE ITS CARS.

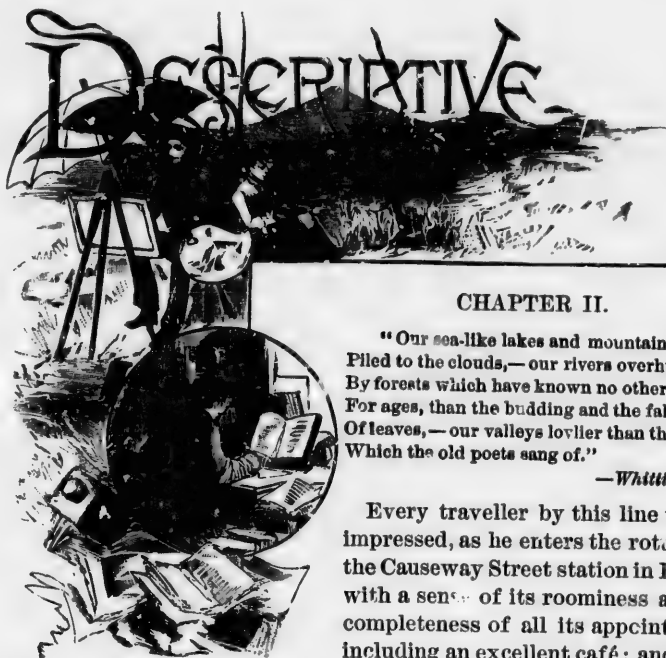


BOSTON STATION.

It is the aim of the management to have this continue true in the future, while they shall also continue to supply close connections and quick transit to all points to be reached by its system of roads.

pro
wel
con
bag
Sau
mo
A
clat
reg
the

A
of



CHAPTER II.

"Our sea-like lakes and mountains
Piled to the clouds,—our rivers overhung
By forests which have known no other change
For ages, than the budding and the fall
Of leaves,—our valleys lovelier than those
Which the old poets sang of."

—Whittle.

Every traveller by this line will be impressed, as he enters the rotunda of the Causeway Street station in Boston, with a sense of its roominess and the completeness of all its appointments, including an excellent café; and, as he

proceeds to the long and high clear-arched train-house, with its wide, well-lighted platforms, he will find his train composed of the most convenient and comfortable coaches; and soon, with ticket purchased, baggage properly checked, bundles bestowed, and a copy of "Summer Saunterings by the B. & L." in hand, he is ready to start for the country, mountains or lakes.

As the long train rolls out of the station, the Charles River, associated with thoughts of Longfellow, Cambridge University and college regattas, is soon crossed. It was at some other point than this that the above-named poet sang of it,

"River! that in silence windest
Through the mead was bright and free.
* * * * * I love thee,
Nor because thy waves of blue
From celestial seas above thee
Take their own celestial hue."

As the draw-bridge is crossed, on either side of which an abundance of shipping is waiting its turn to go up or down the river, the look of

the current does not remind one of the poetic images of the bard; but does remind us of the fact that the harbor and the Charles nearly surround what Ralph Waldo Emerson fondly calls —

"Thou darling town of ours,"

and leads him to say in other expressive and suggestive words —

"The rocky nook with hill-tops three
Looked eastward from the farms,
And twice each day the flowing sea
Took Boston in its arms."

In another moment the train is passing into East Cambridge, where is located one of the Middlesex County court houses and jails. As the train rounds a slight curve, looking to the left backwards, a pleasant view is caught of the much be-praised Boston, of which her versifying son Holmes has written,

"And, sun like, from her Beacon-height
The dome-crowned city spreads her rays;

* * * * *

Peace, Freedom, Wealth! no fairer view,
Though with the wild-bird's restless wings
We sailed beneath the noon-tide's blue
Or chased the moonlight's endless rings."

Sweeping through the region of sugar refineries and manufactories and up the grade to cross over the Fitchburg Railroad, a look to the right gives a clear view of Charlestown and Bunker Hill with its historic monument, and close at hand the McLean Insane Asylum. Now the line passes through the suburban villages comprising the city of Somerville. Between Winter Hill and College Hill is Powder House Hill,



on the left, where may be seen a round wind-mill tower of brick which has a history. Originally a mill for grinding corn, tradition says it was the trysting place of two lovers, who were pursued by the maiden's irate father. She took refuge in the loft, standing on the trap-door, he on the mill-stones, when she pulled the rope which set the fans in motion and started the machinery, by which the father was so maimed that it caused his death. Superstition led

to its abandonment as a mill and subsequently it was used for a powder house, such as every town was required to possess for the storage of ammunition against time of public danger. It was in such use in 1775, and upon rumor that the British intended its capture, a part was removed to Concord, and the enemy secured the remainder; so that in the Concord and Lexington fight, April 19, 1775, both parties used powder from the stock originally stored in this powder house. Just

beyond on the left is College Hill, crowned by the imposing buildings of Tufts College, which is under the especial patronage of the Universalists. When the numerous trees are grown it will be one of the finest college sites in the country.

At Somerville, about three miles from Boston, the Middlesex Central Branch diverges to the left, leading through many attractive villages, where elegant and cosy residences abound, to Arlington (formerly West Cambridge), Lexington and Concord; thence past the Massachusetts Reformatory Prison, through Acton, Westford and Dunstable, making connection again with the main line at Nashua. There are few railroads in the country of equal length which pass so many grandly historic localities. From puritan and patriotic Boston; past Bunker Hill, in plain view; Cambridge, Washington's headquarters; Charlestown Neck, between Charlestown and Somerville, over which the patriots retreated after the Bunker Hill fight; Powder House Hill, in Medford; Lexington, where

"Slowly the mist o'er the meadow was creeping,
Bright on the dewy buds glistened the sun,
When from his couch, while his children were sleeping,
Rose the bold rebel and shouldered his gun,"

and went forth to hear the first volley fired, and see the first blood shed, in the Revolutionary war; and Concord, where, according to Emerson,

"By the rude bridge that arched the flood,
Their flag to April's breeze unfurled,
Here once the embattled farmers stood,
And fired the shot heard 'round the world;"

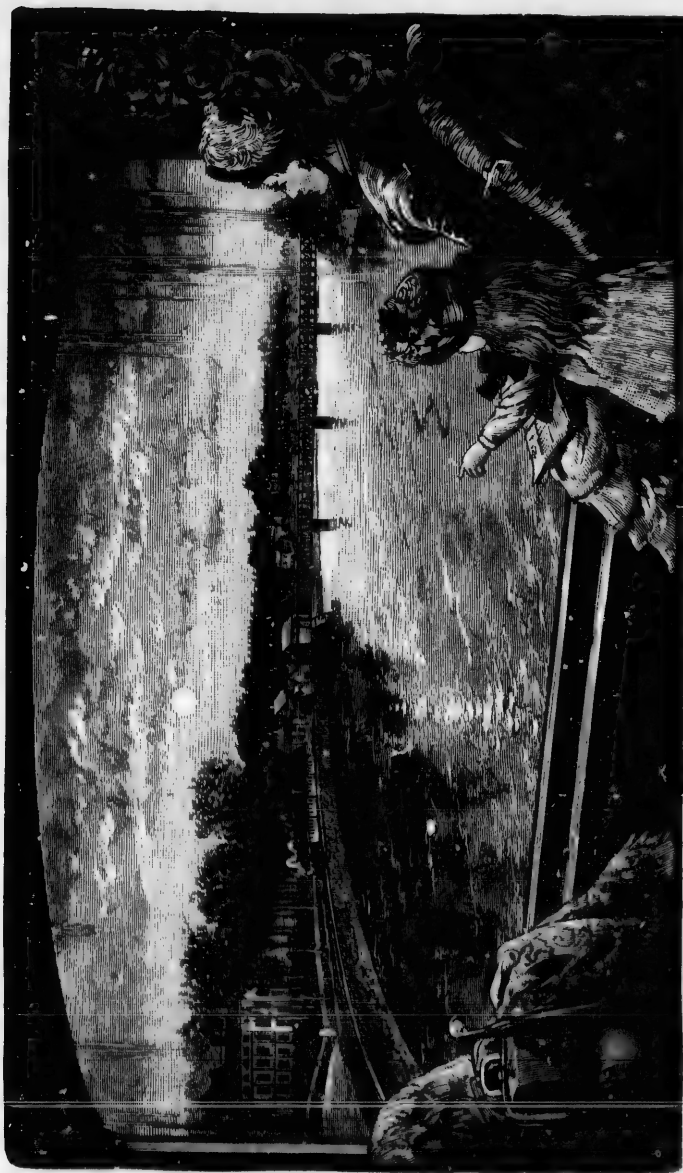
and as Lowell says —

Here English Law and English thought
'Gainst the self-will of England fought;
And here were men (co-equal with their fate),
Who did great things, unconscious they were great.
They dreamed not what a die was cast
With that first answering shot."

Here the British were successfully withstood, and from here turned back for that harassing, and to many of them fatal, march over the road they had so confidently traversed in the morning.

At West Medford a unique station building may be seen on the left. Its thick walls are built of stones contributed by residents and others, and which have come from all the quarters of the world: from Europe, Asia, Africa, South America, the islands of the sea, and the sea-bottom, there being corals from the Pacific, and a good-sized piece of ragged boulder-stone from the Devil's Bridge, Gay Head, on which occurred the sad wreck of the "City of Columbus." There are stones small and great, rough and smooth, of all colors and values, from a rare specimen to a rough moss-covered pasture stone.

On the right are Middlesex Fells, a wooded section which it is proposed to make into a great park and preserve in its natural state. On the left, Mystic Pond is soon passed, from which Charlestown, Chelsea and East Boston have fresh water; then Winchester, the place of



A CAR WINDOW VIEW—TYNGSBORO' CURVE.

el
m
di
N
ol
tr
ov
of
to
V
is
by
Jo
the
sa
bo
En
ch
inc
con
fol
tha
Be
che
Sha
V
sen
str
of
the
has

T
plac
T
larg
res
Two
the
Along
old
appe
also
of t

elegant country houses and a few manufactories. At this point the main line divides. The old route was to the right; the new loop-line diverges to the left, and passes directly through Woburn Centre and North Woburn village to Wilmington, where it again unites with the old line. From Winchester to Woburn there was formerly a single track branch two miles in length. The new line is double-tracked, and over it pass many of the through passenger trains; thus bringing one of the oldest, richest and most thriving towns of "Old Middlesex" on to a main thoroughfare. Originally Woburn was called Charlestown Village, and the first house was built in 1641, just a little west of what is now Winchester, on the bank of the Aberjona River, and occupied by Edward Converse and his successors for many years. Edward Johnson, one of the first grantees, who was a prominent citizen of the Colony, and one of the commissioners who discovered Winnepesaukee, the source of the Merrimack, tells in his rare and valuable book, called "Wonder Working Providence of Zion's Saviour in New England," of the organization of the present First Congregational church in 1642, the ordination of Mr. Thomas Carter as pastor, and the incorporation of the town the same year. The act of the General Court constituting the place a town is brief enough for a model; it is as follows:—"Charlestown Village is called Wooburne." It is supposed that the name was derived from the abbey and park of Woburn, in Bedfordshire. It originally included what are now the towns of Winchester, formerly called South Woburn, Burlington, originally called Shawshine, and Wilmington, originally known as Goshen Village.

Woburn has always been patriotic, and in "the old French War" sent 150 of her 1500 population as soldiers. In the Revolutionary struggle she was among the foremost. Two days before the battle of Lexington, a company of fifty "minute men" was formed, and at the alarm on the morning of April 19, 1775, nearly all of them hastened to Lexington.

"Swift as their summons came they left
The plow mid-furrow standing still,
The half-ground corn grist in the mill,
The spade in earth, the axe in cleft."

The manufacture of leather for shoe stock is the great industry of the place, besides which there are many other flourishing manufactories.

The centre of the town, with its common, soldiers' monument, large churches, beautiful public library building and elegant private residences, impresses the passing traveller, or the visitor to the town. Two miles beyond is North Woburn, a flourishing village, now to feel the impetus of the main line of railway through its pleasant region. Along here the track is located by the side of what remains of the old Middlesex Canal, which at this point almost retains its original appearance. A few miles farther on, in Wilmington, its course may also be traced, both its tow-path and its channel; and in some parts of the latter may be seen "springs of water, * * * grass with

reeds and rushes." The railroad ruined its business, which had only paid for a very few years; and in 1859 the Supreme Court issued a decree extinguishing its charter.

Woburn was the birth-place of the distinguished scientist of the last century, Benjamin Thompson, Count Rumford, also the home of Moses Cleveland, ancestor of President Cleveland, and of Charles Goodyear when he conceived the idea of vulcanizing india rubber.

On the old line to the right, a short distance from Winchester, is Montvale, where diverges a branch road to Stoneham, which is located on an elevated ridge, and is a busy shoe-manufacturing place. At Wilmington a branch extends to Wilmington Junction, over what was the old road-bed of the Boston & Maine railroad when it was originally a branch of the Boston & Lowell, and from thence to the great manufacturing city of Lawrence, and frequent and fast trains land passengers at the station in the heart of the city, making this the most desirable route between Boston and Lawrence.

From Wilmington, the main line continues through country villages in Billerica, and then approaches Lowell, the first and the great cotton city of America. Here the Framingham and Lowell branch of the Old Colony Railroad system comes in on the left from the southeast, and the Lowell and Lawrence and the Salem and Lowell branches of the B. & L. on the right,—the former of these connecting the two great manufacturing cities on the Merrimack, and the latter giving direct communication with the historic city of Salem, with its surrounding seaside resorts, and museums containing relics of colonial and witchcraft days, —passing also through Peabody, formerly a part of the great town of Danvers, which was the birthplace of the great London banker, George Peabody, and of Nathaniel Bowditch, the distinguished writer on mathematics and navigation. Mr. Peabody's tomb is in Harmony Grove, which may be seen from the cars between Peabody and Salem. Immense quantities of coal are transported over this branch from Salem to Lawrence, Lowell, and other points still farther inland.

The main line as it enters Lowell passes through a rock-cut which was thought a marvel of engineering skill when the road was built. Through trains stop at Middlesex Street depot; but cars with Lowell passengers are drawn still farther into the city over and by the side of the canals, to the Merrimack Street station in the very heart of the city.

The through trains continue north along the banks of the noble Merrimack River, where the ever-changing views opened up by its winding course are a continual source of pleasure. John Greenleaf Whittier's home is on the banks of the Merrimack; and of it he has never tired of singing in many songs of various keys. In one place —

"I have stood

Where the Hudson rolled his lordly flood;
Seen sunrise rest and sunset fade
Along his frowning palleade;
Looked down the Apalachian peak
On Juniata's silver streak;

Have seen along his valley gleam
 The Mohawk's softly winding stream;
 The level light of sunset shine
 Through broad Potomac's hem of pine;
 And autumn's rainbow-tinted banner
 Hang lightly o'er the Susquehanna;
 Yet, wheresoe'er his step might be,
 Thy wandering child looked back to thee."

And in another —

"And thou, O mountain-born!—no more
 We ask the wise Allotter
 Than for the firmness of thy shore,
 The calmness of thy water,
 The cheerful lights that overlay
 Thy rugged slopes with beauty,
 To match our spirits to our day
 And make a joy of duty."

This river was a favorite with the Indians. It is said that those of the interior gave it its present name, which signified "a strong or swift current," while the Massachusetts Indians called it Merromack, meaning "a place, or water, of islands," from the many beautiful islands it contains. Others give a different derivation still: coming from the union of the Pemigewasset and Winnepesaukee rivers.

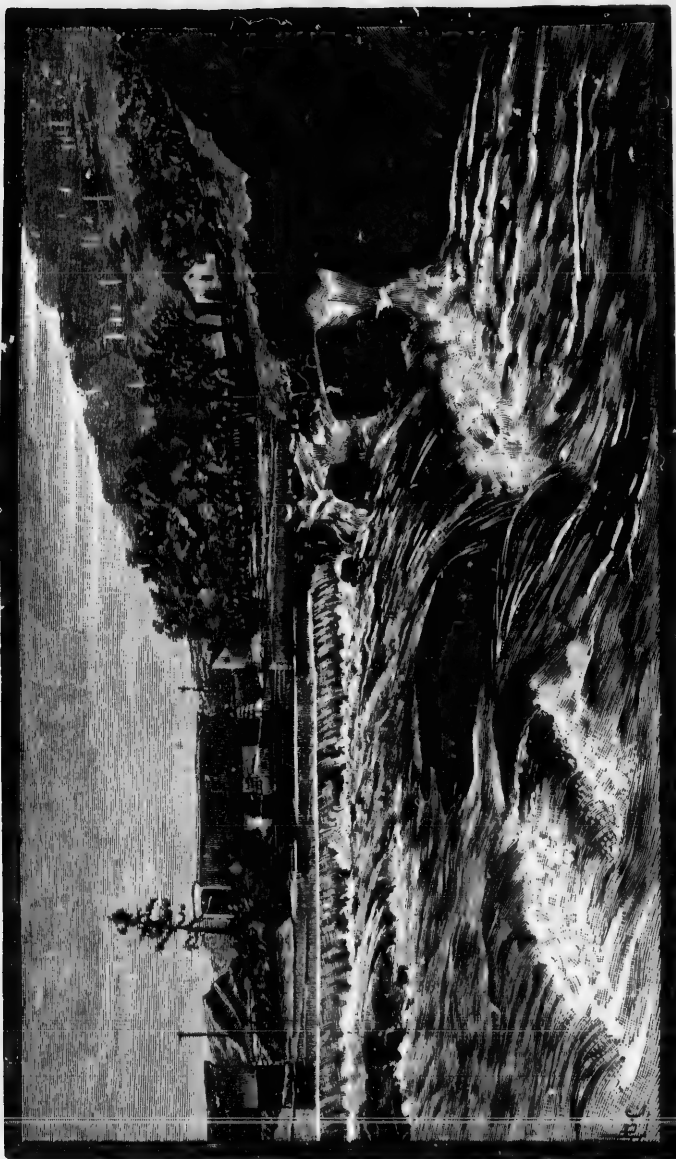
The main line above Lowell was originally the Nashua and Lowell Railroad, 14 miles in length, connecting those two cities. At North Chelmsford the Stony Brook Branch leads to the southwest, passing through Westford and Littleton to Ayer Junction where connection is made for Fitchburg, Greenfield, Mass., the Hoosac Tunnel, and the Worcester, Nashua & Rochester (N. H.) Railroad.

As the train rounds the curve at Tyngsboro' there appears one of the finest views of the whole Merrimack River valley; and above the railroad line, on the left, are some grand old-time country mansions, which in their day were the pride of their owners and the wonder of all the country about.

For nearly 50 miles, from Lowell to Concord, N. H., the railroad continues along the banks of the charming and industrious stream which drains central New England; the scenery has already changed, the views broadening with the long reaches of the river, while high hills are frequently to be seen in the distance.

At Nashua we find a busy city on both sides of the river and a great railroad centre, where connections may be made for Worcester and the South, Keene and the West, and Portland and the East.

At this point connection is also made with the Concord Railroad, over which the through trains run to the White Mountains and Northern divisions of this system, passing through Manchester where for about a mile the road is located along the side of the immense mills of the Amoskeag and other corporations, which are thoroughly equipped and can use steam as an auxiliary when low water in the river makes it necessary. Other places, largely given to manufacturing, are Hooksett and Suncook.



HOOKSETT FALLS.

T
S
v
a
h
a
o
o
h
e
a
tr
n

rh
on
br

The several cities named, and especially Concord,—a very handsome and attractive place, and also the capital of the Granite State,—would repay a visit. At Concord are two well-kept hotels, the Eagle and the Phoenix; and, in addition to the points of attraction within the city, there are fine drives in the vicinity. The State House is a handsome building, very pleasantly situated in the centre of a little park; and it contains a large number of historical portraits, battle-flags, etc. The city is beautifully located in a region which was a great favorite with the Indians.

"The Nashua meadows lay green and unshorn,
And the hills of Pentucket were tasselled with corn.

But the Penacook Valley was fairer than these,
And greener its grasses and taller its trees,
E'er the sound of an axe in the forest had rung,
Or the mower his scythe in the meadow had swung.

In their sheltered repose looking out from the wood
The bark-built wigwams of Penacook stood,
Here glided the corn-dance, the council-fire shone,
And against the red war-post the hatchet was thrown."

And among other delightful things which Whittier has told is —

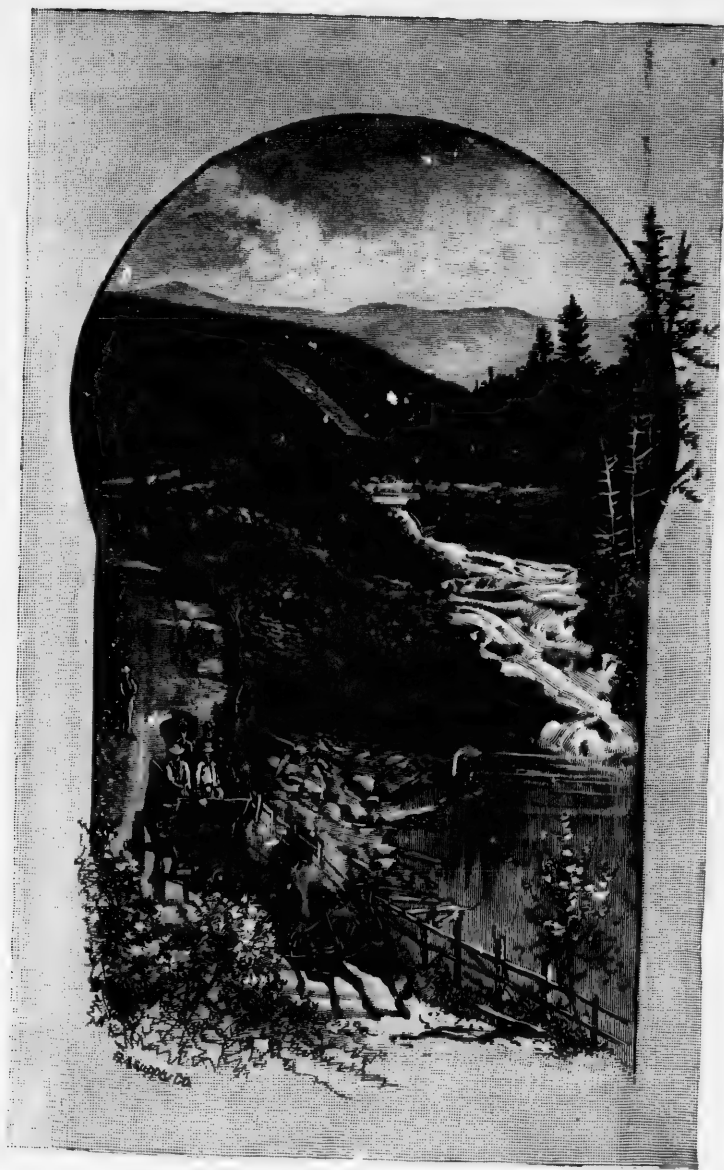
"A story of the marriage of the Chief
Of Saugus to the dusky Weetamoo,
Daughter of Passaconaway, who dwelt
In the old time upon the Merrimack."

The story is that Winnipurkit, otherwise called George, Sachem of Saugus, married a daughter of the great chief of the Penacooks, whose principal location was where Concord now stands. There was a great feast, and then the bride was accompanied to Winnipurkit's home at Saugus, on the sea-coast, by a band of prominent men. After a season she went to her father's on a visit, and was escorted by some of her husband's chiefs; but when she was ready to return, a falling-out occurred between Passaconaway, her father, and Winnipurkit, her husband, over a matter of Indian etiquette; neither would send an escort with her, or for her. At last she determined to return alone, and at the time of the spring freshet set out in a canoe on "the troubled stream," and met her fate in the Amoskeag Falls, at what is now Manchester.

"Sick and weary of her lonely life,
Heedless of peril the still faithful wife
Had left her mother's grave, her father's door,
To seek the wigwam of her chief once more.

Down the white rapids like a sere leaf whirled,
On the sharp rocks and piled up ices hurled,
Empty and broken, circled the canoe
In the vexed pool below — but, where was Weetamoo?"

That the chief avenue of approach to the great mountain, lake and river resorts of New England, northern New York and the Dominion of Canada, is over the Boston & Lowell Railroad, its leased lines and branches, has been made apparent by the descriptions already given, and



LOWER FALLS OF AMMONOOSUC, NEAR FARYAN'S.

Y
o
C
n
n
e
t
d
l
m
o
th
th
ha
po
pr
M
ne
is
so
a n
del
dre
by
lea
and
rou
tran
ly u
In
tion
nar
othe
Was
the
the
mea
Low
so th
in A
thro
with
tour
may
guide
Moun

will be still more clearly seen by a casual glance at a map of the region. In connection with other roads, the Boston and Lowell system forms a direct line between Boston, central New England and the chief cities of Canada and the West; so that from every side the travel thitherwards naturally gravitates towards this route; in fact, the traveller cannot move about among the different mountain and lake resorts, to any great extent, by any other. With two or three exceptions, all the great mountain hotels have been built upon this line, or its branches; and there is direct rail, stage, or steamboat connections with the houses not thus located. The development of the White Mountains region and the more northerly section of New Hampshire, has followed the progress of the White Mountains Division of this great line, or rather kept pace therewith. Within the past decade the means of travel to and about the mountains has been entirely revolutionized. The old stage-coach has given place to the swifter railway; and the means of going from point to point is so much improved, that the old ideas of distance are practically annihilated. Lakes Winnepesaukee, Sunapee, Newfound and Memphremagog, and the whole mountain region, have been brought nearer the doors of Boston, New York and Philadelphia; and the result is a greater volume of travel. The stage-coach may still be seen upon some little routes of travel, where the slow mode of transit serves as a novelty to the tourist of to-day, and by its shortness prevents serious delay. Thousands of persons visit the White Mountains where hundreds went before. The attractiveness of the region has been enhanced by bringing them readily within reach. When the traveller can leave New York in the morning after breakfast, or Boston at noon, and eat his supper at any of the mountain hotels, the pleasures of a round of travel amid these grand scenes is all the greater, since quick transit brings him to their presence without the tedious delays formerly unavoidable. A saving in time, expense and fatigue is thus effected.

In no part of the world is railway travel carried to greater perfection. The main line of road reaches the great centres of resort, while narrow-gauge or standard-gauge lines connect therewith, and lead to other points. Even the crown of New England itself, lofty Mount Washington, is made a "railway point;" and the tourist is lifted through the clouds by the iron horse to an elevation of 6,293 feet. Not only in the extension of railway communication, but in its appointments and means of comfortable transit, all the divisions of the Boston and Lowell line have kept fully up to the demands of the travelling public; so that it may be said truthfully that there are few better equipped lines in America. Another reason for its popularity is, that it passes through picturesque regions for its whole extent. A ride over its line, without halting at any of the numerous resorts *en route*, is a pleasure-tour full of picturesque delights; while the tourist who has leisure may stop at dozens of attractive places, scarcely mentioned in the guide books, before reaching the chief objective point of his journey. Mountains, lakes and romantic valleys are on every hand; and, for

scenic attractiveness, there are no lines of railway in the East or North that can fail to be called into comparison.

The train service will be found convenient and expeditious. There are frequent express trains between Boston and all the hill country, lake regions and White Mountain points, and also between Boston and Canada. These connect with all the southern and western boat and railway lines, and with trains from all interior points. The hours of leaving and arrival are given in the time-tables published elsewhere, and in the time-cards and folders to be found at all stations of this road and at all the principal railroad centres in the country.

EATING HOUSES AND RESTAURANTS. — BOSTON STATION.

Travellers reaching Boston by the Sound steamers and early trains, need not go to a hotel for breakfast, as at the Boston & Lowell Station on Causeway Street, they will find an excellent café, where every want in the way of substantials and delicacies can be found, and meals served at any hour. This café has long and justly enjoyed a high reputation.

NASHUA JUNCTION.

In the commodious depot is a first-class refreshment room where regular meals or lunches can be obtained, and the latter will be quickly put up for the passing traveller.

WHITE RIVER JUNCTION.

The eating house at this point, where nearly all through trains stop for meals, has long enjoyed an enviable reputation, the cooking of the viands being well-nigh perfect, and the serving of the most attentive and thoughtful description. Abundant time is allowed for meals, and the signal for departure is seasonably given.

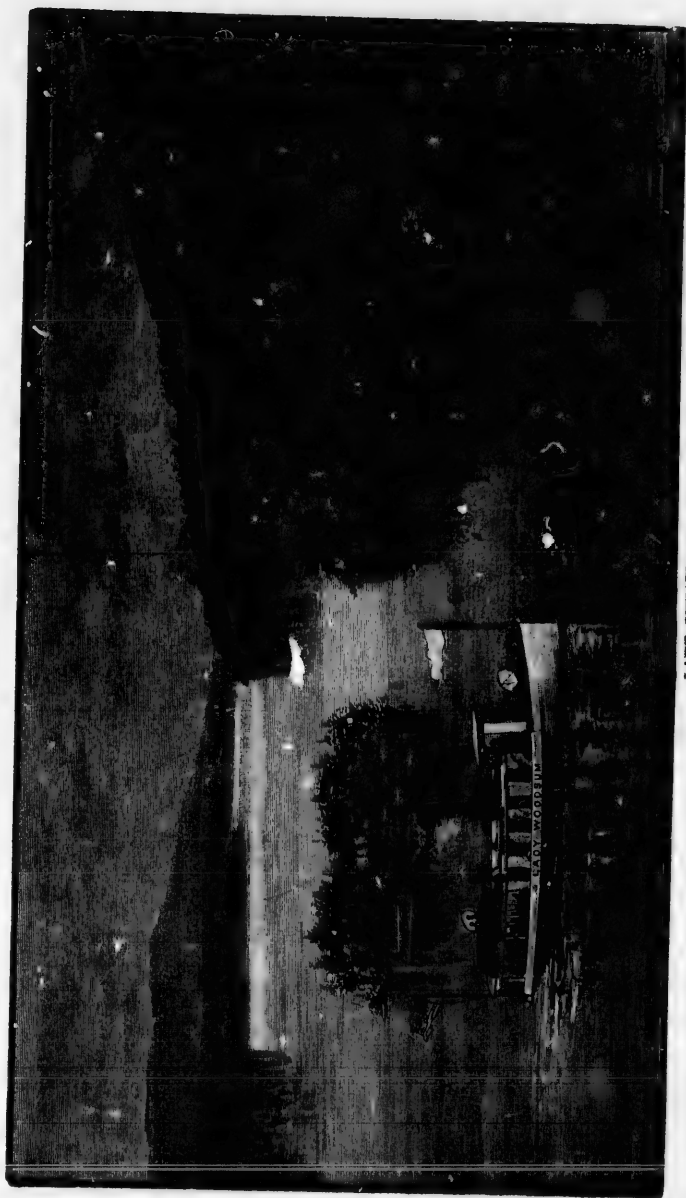
THE WEIRS, LAKE WINNIPESAUKEE.

This charmingly located café, over the waters of the lake, was opened the past season, and will be found supplied with everything the hungry traveller can need.

PEMIGEWASSET HOUSE, PLYMOUTH, N. H.

This noted house spreads sumptuous tables in the large dining room up stairs, and a long lunch counter in the restaurant opening from the depot platform. Excellent lunches will also be here put up for the traveller to take with him. So many thousand mountain tourists have enjoyed the elegant hospitality of this house that it is superfluous to utter its praise.

At Lowell, Concord, N.H., Keene, Wells River, and Wing Road, lunch counters may also be found where wholesome food can be obtained, although not of wide variety.



LAKE SUNAPEE.

How the Boston and Lowell System is Made Up.

CHAPTER III.

The Southern Division, or main line proper, extends from Boston through Lowell and Nashua to Keene, including the Boston and Lowell, the Nashua and Lowell, the Wilton, the Peterboro', and the Manchester and Keene railroads. It is at Nashua that the southerly arm diverges from the trunk line, extending to the rural towns of Amherst, Milford and Wilton, and for many miles following the course of the Souhegan River, on which, in Wilton, there are some wild gorges and tumbling cascades. The line then passes into the mountainous region of Lyndeboro', Greenfield and Hancock; affording to the passenger an ever-changing panorama of river, pond and mountain scenery. In Hancock, the Peterboro' & Hillsboro' Railroad belonging to the Northern Division of the Boston and Lowell system is crossed at a right-angle. From Greenfield, to and beyond Hancock, the road skirts the northerly rim of a great basin in which are towns, rivers and numerous ponds, and surrounding which are, on the east, the two peaks of Peterboro', or Pack Monadnock and Temple mountains; on the north, Crotched, Willard, Bald and Whittemore mountains, with long and grand Monadnock on the southwest. The road winds in and out among high hills, along narrow gorges, through deep cuts, across high fills, over wide chasms, through Hancock, Harrisville and Marlboro' to Keene, the western terminus of this southern line, where connection is made in a union depot with the Cheshire Railroad and the Ashuelot branch of the Connecticut River Railroad system. Along this route from Greenfield through Hancock and Harrisville the line skirts numerous ponds which are the delight of sportsmen; and at Harrisville stages connect for Dublin Village and pond, otherwise known as Monadnock Lake, one of the most attractive localities in New England, where there are elegant summer residences, and which is steadily growing in favor as a resort; and where Monadnock Mountain can be studied in all its grand and rugged majesty. It is related that a minister of this region was once preaching on faith, and spoke of that which would remove mountains; when pausing, and, casting a glance through the window at the massive mountain of rock he said with a twinkle in his eye—"But it would take a good deal to remove old Monadnock!"

THE CONCORD AND CLAREMONT.

This arm extends from Concord through West Concord, where the New Hampshire State Prison is located in new and excellent buildings, past superb granite quarries, to Contoocook, Warner, Bradford, New-

bury, Sunapee, Newport and Claremont to Claremont Junction, where connection is made with the Sullivan County Railroad of the Connecticut River line. Through Contoocook the line follows the banks of the placid Contoocook River, and on the right and north of the line the majestic cone of Kearsarge is visible for several miles.

For many years Bradford was the western terminus of this road. From this point stages convey passengers to the famous Bradford Springs, noted for their medicinal qualities.



SUNAPEE HARBOR.

The grade at Newbury is very heavy, and the rock-cut through the mountains opens into the elevated basin in which is the very attractive Lake Sunapee. The sudden coming upon the wide lake, after the long cork-screw climb up among the high hills and through the frowning rock-cut, is an agreeable surprise. The road touches the extreme south end of this very lovely sheet of water, where is located Newbury station and the dock for the steamers which ply on the lake, so that tourists can walk directly from the station to the steamer's

gang-plank. At the Landing is a good boarding-house, and near it, and all along the southern end of the lake which the railroad skirts, are some uncommonly good cottage sites, while on a charming point the foundation is laid for a large hotel. From here many of the islands, coves, points and bluffs can be seen, with many a summer cottage, and a glimpse can be caught of the finely-located Lakeview House on the west shore. On the south, towering above, is Sunapee Mountain, on the side of which, far up and overlooking the whole lake, is Johnson's popular house.

Newport is the shire town of Sullivan County, and an attractive and thriving place. There are two good hotels, the larger of which is the Newport House, and the other the Phoenix Hotel, while there are several good boarding-houses, and in the surrounding region many farm-houses where good summer board may be had.

From Newport to Claremont the road follows the course of the Sugar River which receives the waters of Lake Sunapee. Claremont is a large and finely located town, with many attractions for the stranger. The Belmont House is a good hotel, and there are boarding houses and farm houses to which strangers will be received at reasonable rates. The surrounding scenery is on a grand scale, Ascutney Mountain, across the Connecticut River, in Vermont, looming above in its grandeur and overlooking the town, while to the northeast Green and Bald mountains are only a part of the grander Croydon Mountain, a prominent feature of the landscape a little farther removed. The whole region of Lake Sunapee, Newport and Claremont abounds with good drives along the valleys or among the hills.

THE PETERBORO' AND HILLSBORO' BRANCH.

At Contoocook, going west on the Concord & Claremont Branch, the Peterboro' and Hillsboro' Branch diverges to the south, extending through Contoocook, West Hopkinton, Henniker, Hillsboro', Antrim, Bennington, Hancock Junction, (where the Keene Branch is crossed as before noticed,) to the large and charming town of Peterboro', which is seven miles nearer Boston by the Boston and Lowell than by any other route. The Contoocook and its tributaries flow through the place, and excellent hotels and farm-house boarding places on breezy hill tops, good brook and pond fishing, grand mountain scenery with uncommonly pleasant drives in all directions, indicate its attractions.

THE NORTHERN DIVISION.

From Concord the northwesterly arm of the Boston and Lowell is the Northern Railroad of N. H., which follows the valley of the Merrimack as far as Franklin, and then winds in and out among hills, ponds and lakes, working up some heavy grades to the summit at Canaan, having ascended 778 feet since leaving Concord; then following the water-course of the Mascoma River, for miles skirting the fine lake of the same name, it proceeds down a steep grade from Enfield to West

Lebanon, where the Connecticut River is crossed, and connection made at White River Junction with the Central Vermont Railroad and the Passumpsic Railroad for the North.

At Penacook, seven miles northwest of Concord, and formerly known as Fisherville, the Contoocook River empties into the Merrimack, and at the point of junction in mid-stream is Dustin's island, on which stands a granite monument to Hannah (Emerson) Dustin, who was captured by the Indians on the 15th of March, 1697, at Haverhill, Mass., together with a six weeks' old infant and its nurse, Mary Niff. The child was killed, but the two women were brought by a weary march to a wigwam on this island and left in charge of two men, three women and seven Indian children, where they also found Samuel Lannardson, a boy captured from Worcester. Mrs. Dustin planned an escape, and on the early morning of March 31, 1697, awoke her companions, and, with the Indians' own tomahawks dispatched both the men instantly and one woman; the other woman and one Indian boy only escaping. Taking the scalps as proof, they scuttled all the canoes but one, and then embarked on the then high and turbulent Merrimack for Haverhill, which they safely reached in a few days. She at once became a great heroine, and, being called to Boston, the General Court thanked her and made her a grant of £50.

Fifty years afterwards the white settlers of this region were assailed by the savages, and some killed and others carried captive to Canada. Now the descendants of some of those foraging Canadian Indians descend again on the peaceful valleys, but in these days for peaceful purposes, and are found as operatives in the numerous factories which line the noble Merrimack stream.

Boscawen was originally named Contoocook, but in 1760 given its present name from Lord Boscawen of the English navy. In 1860 it was divided, and part took the name of Webster. The old town is the birthplace of General Dix, Pitt Fessenden and Charles G. Greene; the home of Ezekiel Webster; and his great brother Daniel had a law office here. Boscawen Plain has a wide street two miles long, on which are some fine residences. At North Boscawen the brick buildings of the Merrimack County poor-farm may be seen, and the burying ground with its white head-boards, near the track. From here there is a stage connection with Salisbury, four miles distant, where Daniel Webster was born, under

"A roof beneath the mountain pines."

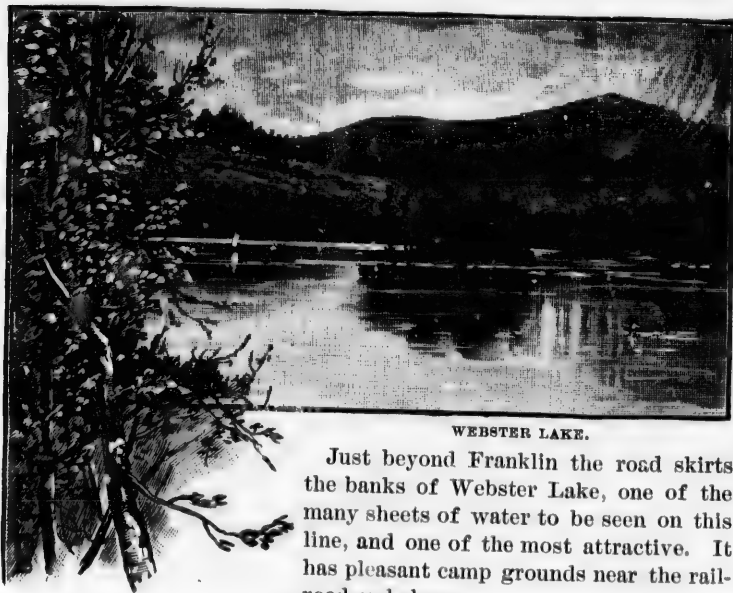
At Webster Place, the farm and home of Daniel Webster is seen on the right of the track. The old homestead and other buildings are now used as the New Hampshire Orphan Asylum, and the happy faces of many children may frequently be seen as the train passes. It was under the elms near by that the great statesman loved to linger in summer and rest from the cares of public life.

"In vain the envious tongue upbraids;
His name a nation's heart shall keep
Till morning's latest sunlight fades
On the blue tablet of the deep."

In this intervale there was a fort, in the early settlement, and here, in the French and Indian war, Colonel Goff's regiment spent the winter, and was drilled and then marched overland to Crown Point. Up over the hill, eastward, it is only about two miles to Webster's birthplace, then in Salisbury, but now included in the town of Franklin.

At Franklin, a large and thriving town, the Pemigewasset and Winnepesaukee rivers unite to form the Merrimack, from whence some say is its name, signifying in the Algonquin tongue, "the meeting of the waters." Other suggestive derivations of the name Merrimack have been given before. These streams furnish power for numerous large manufactories.

From here the Bristol Branch diverges, running to Bristol, a thrifty manufacturing place thirteen miles distant, on the shores of Newfound Lake, which is mountain-environed, full of fish, and popular with summer campers and farm-houses boarders.



WEBSTER LAKE.

Just beyond Franklin the road skirts the banks of Webster Lake, one of the many sheets of water to be seen on this line, and one of the most attractive. It has pleasant camp grounds near the railroad and shore.

At East Andover is Highland Lake, with clean, sandy beach; and at Andover, Eagle Pond, with Ragged Mountain beyond on the north. From Potter Place station stages are taken for New London, the location of the Colby Academy, a preparatory school under the patronage of the Baptist denomination. It is also the station from which to reach the Winslow House on Mt. Kearsarge; this mountain supplying a name for the celebrated war ship which sunk the Confederate cruiser, "Alabama" off Cherbourg, France, in 1864, and the house on the mountain was named for her brave commander.

Canaan is a country town; the centre, some two miles north, having a very wide and tree-shaded main street.

Enfield has several families of Shakers; and from near the station a small steamer may be taken to cross Lake Mascoma, on the west side of which is the principal Shaker settlement. The railroad skirts this lake for several miles. From East Lebanon the descent along the banks of the Mascoma is great, and the track crosses the foaming stream fourteen times, through covered bridges, in the distance of six miles, making a fast express almost seem a game of "hide and seek."

Lebanon is a flourishing place of many attractions for the summer, while at West Lebanon is located the excellent Tilden Female Seminary.

THE WHITE MOUNTAINS DIVISION.

The old, reliable and attractive route to Winnepesaukee, Memphremagog and Connecticut lakes, and the Franconia and White mountains, is over this division of the Boston and Lowell line, formerly and favorably known as the Boston, Concord, Montreal & White Mountains Railroad, which extends along the shores of Lake Winnepesaukee, and through the western range of the White Mountain group, and, farther north, runs through the Ammonoosuc and Connecticut valleys; an important spur penetrating the very heart of the mountain region at Fabyan's, while branches and connecting lines reach the Pemigewasset Valley, the Profile House, Bethlehem, Jefferson, the summit of Mount Washington, and the northern regions of New Hampshire, Vermont, Canada and Maine.

Just above Concord, the train crosses the Merrimack River for the last time. Near this point a fine view is had of Mount Kearsarge, which is about a dozen miles distant. Tilton, a charming town eighteen miles from Concord, is the first place of importance above the State capital, and Laconia and Lake Village are next in order. The mountains have already become prominent features of the landscape, being first seen across several bodies of water, along the shores of which the railroad runs, near and above East Tilton. At the Weirs the beautiful Lake Winnepesaukee is reached. Here a delightful summer resort has sprung into being within the past few years. In addition to a great number of handsome cottages, for the most part cosily situated in the groves, there are three capacious hotels, viz., the Hotel Weirs, the Lakeside House and the Winnecoette House. Several large summer meetings are held here every year, and one of the groves is the property of the New Hampshire Veterans' Association. The steamboat "Lady of the Lake" connects here with north-bound and south-bound express trains, conveying passengers to and from Centre Harbor and Wolfboro'. North of the Weirs, and on an arm of the lake, lies Meredith, and next above, Ashland. After passing these two places, the train approaches Plymouth. The traveller is now fairly within the gateway of the mountain region. The Pemigewasset Valley here broadens into a beautiful interval, environed by mountains of less elevation than those farther

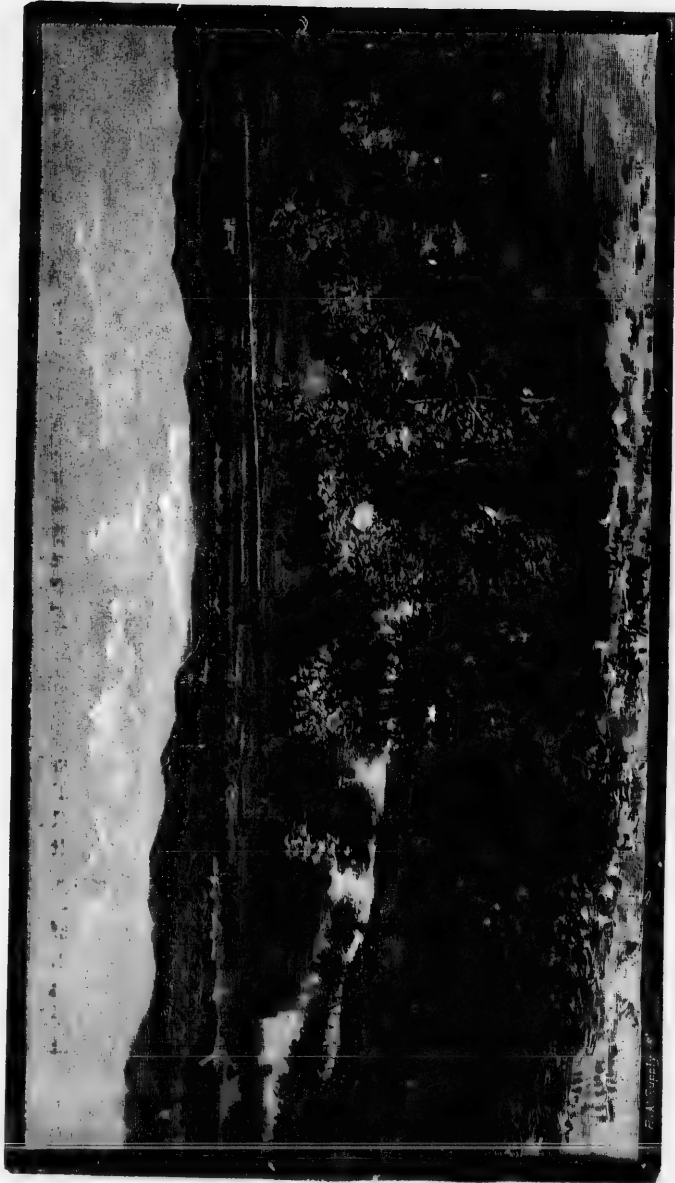
north, but still bold and picturesque. The Pemigewasset House, one of the famous summer resorts of the mountain region, is situated in the heart of the pretty village; and all the day trains stop here for meals.

If the traveller is going direct to the Twin Mountain, Fabyan or Crawford houses, to Littleton, Franconia, Jefferson, Bethlehem Junction (thence, by narrow gauge railroad, to Maplewood, Bethlehem or Profile House), or to any other of the delightful summer retreats of northern New Hampshire, to the top of Mount Washington, to the lakes and mountains of Vermont, to the hunting and fishing regions of Maine, or of Canada, he continues on the main line of the White Mountains Division of the Boston & Lowell Railroad, above Plymouth. If he is journeying to the Profile House, or to any of the numerous summer hotels and boarding houses of Campton, Thornton, Woodstock or Waterville, he leaves the main line at Plymouth, and proceeds through the beautiful Pemigewasset Valley, directly north, over the Pemigewasset Valley Branch, which closely follows the bank of

"The winding Pemigewasset, overhung
By beechen shadows, whitening down its rocks,
Or lazily gliding through its intervals,
From waving rye-fields sending up the gleam
Of sunlit waters."

After leaving Plymouth and the Pemigewasset River, the traveller on the main line ascends the valley of Baker's River, through Rumney, Wentworth and Warren, and in the latter town crosses the ridge dividing the water system of the Merrimack from that of the Connecticut. The scenery through these several towns is bold and picturesque; the region being mountainous with numerous small streams. In the town of Haverhill the railroad runs for some distance along an elevated plateau upon the east side of the Connecticut River; and the views caught by the passenger, as the train winds in and out of the little patches of woodland, are often very charming. Vermont lies upon the opposite side of the river, and the foot-hills of the Green Mountains rise beyond the valley. At Woodsville and Wells River, the former being upon the New Hampshire side, and the latter upon the Vermont side of the river, connection is made with the Passumpsic Railroad and with the Montpelier & Wells River Railroad. The former, and that portion of the Boston & Lowell Railroad lying below this point, form important links in the Montreal & Boston Air Line, of which the South Eastern Railway of Canada is also a part. At Wells River, also, the direct New York and Saratoga express trains enter upon this division of the Boston & Lowell Railroad.

At Woodsville the traveller who is on his way to the mountains leaves the Connecticut River behind him, and journeys along the Ammonoosuc River, a swift mountain stream which has its source in the Lake of the Clouds, five thousand feet high, in the Presidential Range. The river is several times crossed in the course of the ride through Bath, Lisbon, Littleton, Bethlehem and Carroll. At Wing Road station the



THE OX BOW, NEAR HAVERHILL.

mountain trains leave the main line, and ascend the Mount Washington Branch. Bethlehem Junction is the point of departure for Maplewood and the Bethlehem hotels and boarding houses, and for the Profile House. A narrow-gauge railway extends to both Bethlehem village and to Franconia Notch. Beyond Bethlehem there are no villages, and only the large hotels give local designations to the railroad stations. Thus the Twin Mountain, White Mountain, Fabyan and Mount Pleasant houses form the central points, or stations. The Crawford House is four miles beyond the Fabyan, on the line of the Portland & Ogdensburg Railroad. The very heart of the mountain region has been reached at Fabyan's; and the visitor looks out upon the giant wall of the Presidential Range, all the summits of which are within from four to ten miles distant. The Mount Washington Branch extends beyond Fabyan's and Mt. Pleasant to a junction with the Mount Washington Railway, by which the traveller ascends by a steep incline to the summit; but the Mt. Pleasant House is the terminal point of all express trains.

The main line of the White Mountains Division of the Boston and Lowell line extends above Wing Road station, through the towns of Whitefield, Dalton and Lancaster, to Groveton, at which latter point it connects with the Grand Trunk Railway. The Whitefield & Jefferson Railroad, which affords direct and easy means of communication with the hotels and boarding houses of Jefferson, diverges from the main line at Whitefield. Northward from Groveton, the traveller may proceed by the Grand Trunk Railway to North Stratford and Brunswick Springs, or, *via* North Stratford and Colebrook, to Dixville Notch or Connecticut Lakes, or through the Notch to Lake Umbagog and the Rangeley Lakes, the great fishing and hunting section of Northwestern Maine.

THE CHERRY MOUNTAIN SLIDE.

On the north side of Cherry Mountain, facing the Jefferson hotels, occurred the noted landslide of July 10, 1885. This mountain is on the south side of the Whitefield & Jefferson Railroad, and lies between Jefferson and Fabyan's, from both of which places its summit can be seen, and it can be reached by carriage road from both places. There is also a station on the railroad at the point nearest the place. It was the largest slide ever known in the mountains, although not fatal as the Willey avalanche in the White Mountain, or Crawford, Notch in 1826, when a whole family perished. In this Cherry Mountain disaster, one man, who was milking in his barn, was caught and held in the ruins, but afterwards extricated alive. A man and some boys, who were building a house, on hearing the roar, jumped through the windows, and, running across the road, escaped, while the house fell. The slide was owing to great rains, which swelled the streams and soaked the crust of the earth, when a portion of the mountain side, about 25 rods wide, 50 feet deep and two miles long, slid down into the meadow at the base, where it spread itself out over 20 acres. Its sides were cut as clean as though dug with a steam-shovel, while two

farms were ruined. The cow which Mr. Donald Mitchell was milking was carried some distance in the confused mass of earth and timbers, had both horns knocked off, but when liberated went immediately to feeding; while a horse, borne a considerable distance in the *debris*, was cut out uninjured. The escape with life of those who were in its track was as remarkable as the greatness of the slide and the devastation which it caused. During the subsequent season, thousands of people visited the scene, the railroads running excursion trains for that purpose from all parts of the State. In no way can one get so vivid an idea of the devastation possible from an avalanche as by a visit to this scraped side of Cherry Mountain. Every one who comes into the White Mountains region should certainly visit the scene.

VERMONT DIVISION.

This was formerly known as the St. Johnsbury & Lake Champlain road, and extends from Scott's in New Hampshire, where a junction is formed with the White Mountains Division, three miles to Lunenburg, Vt., where the Connecticut River is crossed, and thence in a west by north-westerly direction across the State to Maquam Bay on Lake Champlain. Originally known as the "Portland & Ogdensburg R.R., Vermont Division," it was constructed to form a portion of a through line between Portland, Me., and Montreal and the West, with the idea that Portland was destined to rival Boston and other large seaport cities as a port of entry and export for foreign commerce. Although these plans have failed of realization in many particulars, the line thus opened has become a very important factor in the division of through traffic between Northern New England and the West, and has been of special value as a pleasure route in the summer to the host of travellers from Montreal and Western Canada, who annually seek the beach resorts at and near Portland, Me., and also to those who travel between Lakes George and Champlain and all the great resorts of Maine. Its western terminus is at Maquam, from whence the steamer Maquam, owned by the road and running in connection with its trains, connects with Plattsburg. Here the traveller can directly penetrate the Adirondacks, or go south to Lake George or Saratoga by the very picturesque route of the Delaware & Hudson Canal Company's road along the western shore of Lake Champlain. The west-bound traveller from the Maine seashore resorts or from the White Mountains will find this a route supplying some of the finest scenery in all New England. At points between Scott's Junction and St. Johnsbury the Pilot range of mountains, north of Lancaster and Jefferson, can be seen, which with the Coös valley of the Connecticut at this point, are of extreme beauty.

The line crosses the Passumpsic R.R. and river at St. Johnsbury, which is one of the most beautiful towns in Vermont. Its population is about 8,000, and it has a brisk manufacturing interest; the Fairbanks Scale Co. having its shops and foundries here, give employment to about 800 persons.

West of St. Johnsbury the line ascends to a table-land, from the summit of which there are fine views of the White Mountains and the nearer Connecticut valley, while it skirts the shores of Joe's Pond for several miles. From Walden the descent is so great into the valley where the line reaches the head-waters of the La-Moille (usually written Lamoille) that a remarkable curve is made along two sides and around one end of a long narrow valley. At one point the line in Walden is 240 feet above its level in Hardwick, which is plainly in view below, only a mile across the valley, while around by the railroad, passing Greenboro' at the upper end of the valley, it is a distance of six miles, making it one of the most noted railroad curves in New England. Walden summit is 1,180 feet above the sea, and from this point westward there is a fine view of the Green Mountains. From Greenboro' to Cambridge the line follows the Lamoille River valley, which has a peculiar rural beauty. High mountains shut it in on either side, and along the river are some of the richest farms of Vermont.

Morrisville is a flourishing place, where stages connect for and from Stowe, the point of departure for Mt. Mansfield. At Cambridge Junction the Burlington & Lamoille Railroad diverges to Burlington; and from here to Sheldon Springs the line crosses the water-shed between the Lamoille and the Missisquoi rivers, the valley of the latter being followed to Swanton. In East Highgate and Highgate there are fine views to the southward across a wide valley cut by numerous ravines, with St. Albans in the distance having two mountains for a background, while through the centre of the valley the gleaming water of the Missisquoi is seen.

At East Swanton the Montreal line of the Central Vermont R.R. is crossed, and at Swanton junction is made with the Rouse's Point line of the same road. From here it is only two miles to Maquam Bay, where, near the steamer dock, is the Hotel Champlain, an attractive place in summer. The drives southward to Hathaway's Point, seven miles distant, and to St. Albans bay beyond, are very pleasant ones.

Between St. Johnsbury and Lunenburg this Division forms a portion of the Montreal & Portland line, over which through trains, with fine parlor cars, make the most popular and comfortable means of transit between the two cities giving their names to the line.

The Montreal & Portland line passes out of Montreal (Bonaventure Street Station) by way of the Victoria Bridge and South Eastern R'y to Newport; thence over the Passumpsic R.R. to St. Johnsbury; thence by the Vermont Division of the Boston & Lowell to Fabyan's; thence by the Portland & Ogdensburg R.R. to Portland. It will be seen that the route lies through a most picturesque territory, including the heart of the White Mountains region and the wonderful Crawford Notch; and reference to the time-table of the line, given elsewhere, will show that with all these additional attractions the through traveller loses no time *en route*, while the tourist has opportunities to visit the famous White Mountains resorts without additional cost.

Lines Connecting with the Boston and Lowell.

CHAPTER IV.

The Sound lines of passenger steamers from New York afford a very delightful means of transit to the East and towards the White Mountains. The boats leave New York at a convenient afternoon hour, pass up East River, and out into the broad waters of Long Island before nightfall, and in the morning connect with north-bound trains. A night's rest on the boat is thus gained.

THE FALL RIVER LINE.

The fleet of this line comprises the palatial steamers "Pilgrim," "Old Colony," "Bristol" and "Providence," and commencing about June 28th, a double daily service will be arranged as follows, from Pier 28, North River, New York:—an express steamer will leave at 5.30 P.M., week-days and Sundays, for Fall River direct, arriving at 5.00 A.M.; a second steamer will leave at 6.15 P.M., week-days only, touching at Newport, and arriving at Fall River at 7.00 A.M. On each steamer choice orchestral concerts are given during the evening. Annex steamers run from the Pennsylvania Railroad Pier, Jersey City, and from the Fulton Ferry Slip, Brooklyn, in connection with these steamers. An express train leaves Fall River at 7.30 A.M., for the White Mountains direct, passing over the northern division of the Old Colony Railroad, *via* Taunton, Mansfield, Framingham and Lowell. Breakfast may be had on board the boat before starting, and drawing-room cars convey passengers from this point to the Fabyan House without change. Should the route *via* Boston be preferred, the passenger will leave Fall River by express train at about 5.20 A.M. and arrive in Boston at about 6.50 A.M., in season for transfer to and breakfast at the station of the Boston & Lowell Railroad, from which the White Mountains express, with parlor cars, leaves at 9.30 A.M. South-bound passengers take the White Mountains morning express, making sure connections with the boat, either *via* Lowell, Framingham and Taunton, or *via* Boston. Staterooms may be secured of the drawing-room car conductor, and baggage may be checked through to all points in either direction.

THE STONINGTON LINE.

The steamers "Stonington" and "Narragansett," of the Stonington Line, leave Pier No. 33, North River, New York, at 5 P.M. every day except Sundays. Train leaves Stonington at 4.15 A.M. Passengers have thirty minutes for breakfast at Providence, dine at Plymouth, and arrive at Fabyan's, early in the afternoon. Returning, a parlor car leaves Fabyan's at 9.30 A.M., and runs through to Providence, connect-

ing there with steamboat express train for Stonington; arriving in New York at 6 A.M., in time for all connections. Baggage may be checked to and from any important point. Passengers bound north, who desire to go through Boston, will have ample time in that city for breakfast, and also for the transfer across the city.

THE PROVIDENCE LINE.

The steamers "Massachusetts" and "Rhode Island," of the Providence Line, leave Pier No. 29, North River, every afternoon except Sunday, and proceed through the Sound, and also through Narragansett Bay and up the Providence River. Providence is reached at 6 A.M. The White Mountains express train, with through drawing-room cars, leaves pier of this line at Providence upon arrival of steamers, and runs through to Fabyan's without change, *via* Worcester, Nashua, Concord, Plymouth, Littleton, Bethlehem, etc. Southward-bound passengers leaving Fabyan's and White Mountains points in the morning, can take drawing-room car direct to landing of steamers at Providence, without change. Baggage will be checked through to all points by this route.

THE NORWICH LINE

The steamers of the Norwich Line leave Pier No. 40, North River, New York, adjoining the Pennsylvania Railroad Ferry. Passengers by this route land at New London, Conn., and proceed northward by an express train *via* Worcester to Nashua, where connection is made with the White Mountains express. The "City of Worcester" is a large and magnificent steamer which has recently been added to this line. It is one of the finest passenger steamers afloat in any waters, and is rich and elegant in all its appointments. In going southward, passengers by this route take the White Mountains express, dine at Plymouth, take supper at Worcester, and proceed thence to New London by the steamboat express. Staterooms can be engaged by the drawing-room car conductor; and, in travelling either way, baggage may be checked from and to all points.

THE ALL-RAIL EXPRESS FROM NEW YORK.

A through express train, which includes elegant drawing-room cars, will leave the New York and New Haven station, Forty-second Street, on morning of each week day. The route is *via* New Haven, Hartford, Springfield, Northampton, Greenfield, Brattleboro', White River Junction, Wells River, Littleton, and Bethlehem, reaching Fabyan's, the Profile House, Jefferson, or any of the Bethlehem hotels same evening. A train goes southward over the same route, leaving Fabyan's in the morning and arriving in New York in the evening.

Passengers by the all-rail lines from New York to Boston, who leave New York in the evening, reach Boston in time for breakfast and for the transfer to the White Mountains and Montreal express. Passengers *via* the Springfield Line can, if they prefer, go from Worcester to Nashua, and there connect with the White Mountains express.

THE NEW YORK AND NEW ENGLAND ALL-RAIL ROUTE.

Passengers from the South or West will find the through all-rail line from Washington, Baltimore and Philadelphia, over the New York & New England Railroad, a convenient means of approaching the mountains. From Putnam, Conn., they proceed northward *via* Worcester and Nashua, connecting at the latter point with the White Mountains express. Persons desiring to go through to Boston arrive in that city in time to take either the morning or early afternoon trains northward. The White Mountains express, bound southward, connects with the New York and New England train, either in Boston or *via* Nashua, Worcester and Putnam. Baggage may be checked through to all points. The train for New York, Philadelphia and the South, leaves the New York and New England station, foot of Summer Street, about 6 P.M.

FROM PROVIDENCE, OVER THE PROVIDENCE AND WORCESTER RAILROAD.

A train leaves the station of the Providence & Worcester Railroad, in Providence, every morning, with through drawing-room car attached, and, proceeding northward through Worcester and Nashua, becomes a part of the White Mountains express at the latter point. This train accommodates Providence and Pawtucket people desirous of reaching lake and mountain points, and also passengers *via* the Stonington and Providence steamboat lines. There is a through drawing-room car southward, on the White Mountains express, which runs over the same route below Nashua.

THE CENTRAL VERMONT LINE.

This well-known and deservedly popular route of travel is made up of the Boston & Lowell, Concord, Central Vermont, and Grand Trunk railroads, and is operated between Boston and Montreal as a through passenger and freight line.

The Boston & Lowell part of the line lies south of White River Junction, from which point the Central Vermont Railroad extends northward, *via* Montpelier, Waterbury, St. Albans and Highgate Springs, to its junction with the Grand Trunk Railway at St. Johns.

The through trains of the line are composed of coaches and baggage cars of modern construction, arranged with special regard for the comfort of long-distance travel. For those who desire still better accommodations, Pullman Parlor Buffet cars are run on day trains and Pullman Buffet Sleeping cars on night trains.

Three through trains are run each week-day from Boston to Montreal, leaving Boston at 8.30 A.M. (mail), 1 P.M. (fast express), and 7 P.M. (night express), arriving in Montreal at 8.30 P.M., 11.10 P.M., and 8.25 A.M., respectively. In the opposite direction two trains are run, leaving Montreal at 8.30 A.M. and 8.30 P.M., reaching Boston at 7.10 P.M. and 8.30 A.M., respectively.

Full details of the time schedules are given among other time-tables in later pages of this work.

THE MONTREAL AND BOSTON AIR LINE.

This is also a through passenger and freight line between Boston and Montreal, of which the Boston & Lowell Railroad, south of Wells River, forms a portion. Northward from Wells River the line is made up of the Passumpsic Railroad to Newport, Vt., and the South Eastern Railway from there to Montreal. The line gives opportunity for summer travellers to make a detour from Wells River to all the points of interest in the White Mountains, or for a rest by the way at Newport, on Lake Memphremagog. Weirs and the shores of Lake Winnepesaukee are passed *en route*, giving some charming views from the car windows.

Plymouth is the dining station of the line north-bound; and Newport, south-bound.

Two through trains are run over this line each week-day, leaving Boston at 8.30 A.M. and 7 P.M., reaching Montreal at 8.50 P.M. and 8.25 A.M., respectively. South-bound trains leave Montreal at 9 A.M. and 7.45 P.M., arriving in Boston at 8.45 P.M. and 8.30 A.M., respectively.

Fine through cars are run on all trains; the day trains having new and comfortable Parlor cars, and the night trains Pullman Sleeping cars.

Full details of time-tables are given in later pages.

Towns and Stations en Route.

CHAPTER V.

SOUTHERN DIVISION.

Boston, Mass. Population 362,839. The Capital of Massachusetts and metropolis of New England now includes besides the old city, what was formerly the cities of Charlestown and Roxbury, the towns of West Roxbury and Brighton, and part of Brookline.

Cambridge, Mass. One mile from Boston. Population 52,669. The railroad crosses the extreme easterly point of the city, East Cambridge being the name of the station, and is near the Jail, Court House and House of Correction on one side, and on the other is not far from the State Prison in Charlestown, or the Bunker Hill district of Boston.

Somerville, Mass. Three miles from Boston. Population 24,933. Within the limits of this beautiful city, which is spread out over numerous large, round hills and intervening valleys, are the stations of Milk Row, Winter Hill, Somerville, North Somerville and College Hill, on the main line; and Somerville Highlands, Willow Avenue and West Somerville, on the Middlesex Central Branch. Tufts College crowns one of the hills, the station for which is College Hill.

MIDDLESEX CENTRAL BRANCH.

Three miles from Boston, in the city of Somerville, this branch diverges to the left. North Avenue is a station in that part of the city of Cambridge known as North Cambridge.

Arlington, Mass. Six miles from Boston. Population 4,100. This was formerly West Cambridge, and is a very attractive place. Lake Street, Arlington, Brattle Station and Arlington Heights are stations in the town.

Lexington, Mass. Eleven miles from Boston. Population 2,460. A pleasant rural town of historic renown, where the first blood was shed in the Revolutionary war for the independence of the American Colonies. A monument on "the Green" marks the spot where the first patriots fell. Many people visit the place yearly. Within the limits of the town are also the stations of East Lexington, Pierce's Bridge, Munroe's and North Lexington. Bedford, fifteen miles from Boston, with a population of 931, is the next station, and then West Bedford.

Concord, Mass. Nineteen miles from Boston. Population 3,922. This celebrated place held the military stores which the British

troops sought to destroy, April 19, 1775. It has many natural attractions, has been and is the home of many distinguished literary people, including Ralph Waldo Emerson, Thoreau, Hawthorne and Bronson Alcott. It is also the yearly meeting-place of the celebrated Summer School of Philosophy. At Prison Station, two and one-half miles farther west, is located what for several years has been the Massachusetts State Penitentiary, and is now the Reformatory Prison for men. From Bedford, the recently built Billerica extension runs to North Billerica, there connecting with the main line.

On this branch are Bedford Springs, with its fine summer hotel and beautiful surroundings, and Billerica Centre, a pleasant rural town of about 2,000 inhabitants. In the latter town is the flag station, South Billerica.

Medford, Mass. Five miles from Boston. Population 7,573. We now return to the main line, and in this town find the stations of Medford Hillside, West Medford and Mystic, all containing the homes of many people of wealth and refinement. At West Medford is the queer-looking station-house, built of rough stones from all parts of the world, spoken of at length in the preceding descriptive sketch. Beyond, on the right, are the Middlesex Fells, with old forest trees and rocky peaks, where there are wide views. It is proposed to keep this tract of land as a suburban park.

Winchester, Mass. Eight miles from Boston. Population 3,802. Here are many manufactories, especially tanneries; and also large vegetable gardens, and many elegant homes. Winchester Highlands is a mile beyond.

Woburn, Mass. Ten miles from Boston. Population 10,931. A flourishing place, with many tanneries, on the new double-tracked loop line. It is one of the oldest towns of New England, and has always played an important part in its history. On this loop line are also Cross Street, Woburn Highlands and North Woburn stations. On the old main line, Montvale, Walnut Hill and Mishawum; and Oakland and Lindenwood on the Stoneham Branch—all in Woburn township.

Stoneham, Mass. Twelve and one-half miles from Boston. Population 4,890. Situated on a long, round ridge of land, supplying many attractive locations for homes; contains many shoe manufactories, among the very first to use pegging and sewing machines in the manufacture of those goods. The valley between Montvale Junction and Stoneham town is one of great beauty. Farm Hill station is in this town.

Wilmington, Mass. Fifteen miles from Boston. Population 933. A level territory, on which many good men and women have been raised and sent out to bless the rest of the world. South Wilmington on the main line, Wilmington Junction on the Lawrence route, and (East) Wilmington on the Salem and Lowell Branch, are in the same town.

Billerica, Mass. Nineteen miles from Boston. Population 2,000. A rural town, in which is also the station of North Billerica, where the Concord River is crossed and near which is the fine estate of the late ex-Governor Talbot.

Tewksbury, Mass. Twenty-one miles from Boston. Population 2,179. In this town, not far from the Salem and Lowell Branch station, is located the State Almshouse, which has become so celebrated in recent years, and is really a most beneficent and well managed charity of the great State. The place is reached either *via* Wilmington and Wilmington Junction, or *via* Lowell.

Lawrence, Mass. Twenty-eight miles from Boston. Population 39,151. This great and flourishing city is reached by the same route as Tewksbury, given above. Frequent fast express trains over the Boston & Lowell Railroad supply communication with Boston. It is a beautiful city, on both sides of the Merrimack River which furnishes a fine water-power. Among its great mills are the Pacific, Atlantic, Washington, Pemberton, Everett, Arlington, Duck, Essex and Lawrence. There are also many other manufactories, including several large paper mills. The dam gives 28 feet fall of water, which is distributed through a canal a mile long, and is equal to 10,000 horse-power. When the town was laid out a beautiful park was located on the elevated part which is now in the heart of the city and an attractive spot.

Lowell, Mass. Twenty-six miles from Boston. Population 59,475. One of the two shire towns of the county, beautifully situated on hills bordering the Concord and Merrimack rivers, which form a junction within the city. Interesting historical facts about the early days of Lowell will be found in the preceding historical sketch. The city has had a rapid growth; its manufactories are on a substantial financial basis, and there are few troubles between the employers and employed. It is a railroad centre and lines of communication extend to all points of the compass. The Locks and Canals Company own the outlet of Lake Winnepesaukee, and can thus regulate their supply of water *via* the Merrimack River, which receives the overflow of that basin.

From here there is direct rail connection with Lawrence, Salem, Ayer Junction and Nashua over the lines of the Boston & Lowell Railroad system, and with all points on the Old Colony Railroad system.

By the Salem and Lowell Branch, Bleachery Station in Lowell, Tewksbury Centre, Tewksbury Junction, Wilmington Junction, (East) Wilmington, North Reading, Danvers, Peabody and Salem may be reached. This is the route for travellers from the north seeking the Massachusetts North Shore.

Beyond Lowell, one mile, is the Middlesex Station, a suburb of that city; and next, North Chelmsford Station, two and one-half miles from Lowell.

Tyngsboro', Mass. Thirty-two miles from Boston. Population 631. The scenery along the Merrimack River Valley is uncommonly fine, and there are many fine, old homesteads in the town.

Nashua, N. H. Forty miles from Boston. Population 13,397. The Merrimack River divides the city, and the Nashua River empties into the larger stream. The town has a diversified surface, and is pleasantly laid out and ornamented with many shade trees. There are cotton factories, foundries and machine shops. Nashua Junction station is on the east side of the city, but little of which is visible from it. Here the trains divide; cars for the Northern and White Mountains divisions pass on over the Concord Railroad to Concord. Cars for Keene continue a mile farther into the city, to the principal depot in the heart of the place. Connection can here be made for Portland, Me., *via* Rochester, N. H.; for Concord, Mass., *via* the Nashua & Acton Branch of this road; for Worcester, *via* the Worcester & Nashua Railroad.

South Merrimack, N. H. Forty-five miles from Boston. A small village of the town of Merrimack, which has a population of 1,042, and is a hilly country on the Souhegan River.

Amherst, N. H. Forty-eight miles from Boston. Population 1,225. A pleasant rural place on the Souhegan River; half shire town of the county; named in 1760, for Lord Jaffrey Amherst, the English General in America during the French war. Iron ore is found in the surrounding hills, which accounts for the numerous mineral springs which have excellent medicinal properties. At Milford Springs is a spacious summer hotel.

Milford, N. H. Fifty-one miles from Boston. Population 2,398. Lies on both sides of the Souhegan River, which furnishes water power for cotton mills and tanneries. Granite is also extensively quarried, and it is one of the large milk-producing places for the Boston market. The wide meadows, through which the railroad passes, are composed of rich soil, and there are many attractive boarding places among the hillside farms.

Wilton, N. H. Fifty-five miles from Boston. Population 1,747. The Souhegan River Valley has narrowed, and the country here is uneven and hilly, with high hills farther back. Here there are woollen mills, tanneries, starch and furniture factories, glass works and saw-mills. A great productive dairy region surrounds the place; granite is also quarried. It is a favorite summer boarding place; the drives are very attractive, and Barnes' Falls are only two miles distant.

South Lyndeboro', N. H. Fifty-nine miles from Boston. Population 818. A mountainous town, and a favorite summer boarding place. The locations are slightly, breezy and cool, and there are numerous small streams, with immense hillside pastures.

Greenfield, N. H. Sixty-six miles from Boston. Population 649. The surface is broken and uneven, and mountains surround three sides, while the Contoocook River flows on the western border. The fine scenery, the pure air and water, with numerous ponds, have caused many city invalids and others to spend their summer vacations in this town, which is said to be noted for the longevity of its inhabitants. Stages connect with Franconia, N. South Bennington, seventy miles from Boston, is next.

Hancock, N. H. Seventy-five miles from Boston. Population 689. Four miles east of Hancock Station is Hancock Junction, where the Keene Branch of this division crosses the Peterboro' & Hillsboro' Branch of the Northern Division of the Boston and Lowell system. The Junction is in a wide, flat basin, with high mountains to be seen on all sides, with the Contoocook River flowing through the vale. At Hancock station is one of the prettiest lake, landscape and mountain views in the State. Just south of the station lies a fine pond, with high banks, with the centre of the town just beyond. The place was named for the Revolutionary War Governor, John Hancock, of Massachusetts, and is a very desirable locality for summer boarders, or sportsmen, there being numerous fine fishing ponds.

Peterboro', N. H. Seventy-seven and one-half miles from Boston, *via* Hancock Junction. Population 2,206. This is a charmingly situated town, on the Contoocook and Nubanusit Rivers, and the surrounding hills. The town is attractive, and many boarding places are popular, as also the excellent Tucker's Hotel, in the village. Grand mountains on three sides give a special character to the scenery, while the drives over good roads are celebrated for the enjoyment they supply. Cunningham Pond in the easterly part of the town, toward Peterboro' Mountain, is quite a resort for parties. There are large manufactories, and all the conveniences of a large town. It is one of the best places in the State for a summer sojourn. The Boston and Lowell route to Boston is several miles nearer than any other.

Harrisville, N. H. Eighty-two miles from Boston. Population 870. The town is on the ridge of land which divides the waters of the Merrimack from those of the Connecticut. It is the station for Dublin and its celebrated pond, about which there are now many fine summer homes; and also for Nelson, an attractive place for summer sojourners, having many large ponds. East Harrisville and West Harrisville are also stations in the town. Large woollen manufactories are located here.

Marlboro', N. H. Eighty-nine miles from Boston. Population 1,286. A very hilly town, with numerous ponds which help form the north branch of the Ashuelot River. The village lies far below the railroad line, which is located along a hillside. Both the village and the farm houses are pleasant places for summer boarding.

Keene, N. H. Ninety-six miles from Boston. Population 6,784. Originally called Upper Ashuelot, from the Indian name of the beautiful river which flows through the rich and wide meadows surrounding the place. It received its present name in honor of an English nobleman, Sir Benjamin Keene, in 1753. It is one of the most favorably situated and flourishing cities in the State, and is the market place of a wide, country district. The basin, in which the town is located, was undoubtedly a lake bottom in the geologic period, and the surrounding mountains, the wide, elm-shaded streets, and the substantial blocks of buildings add to the attractiveness of the place. It is the shire town of the county, and possesses many and varied manufactures, including leather, furniture, pails, carriages, boots and shoes, and a pottery. There are three good hotels, the Cheshire House, and the City and Eagle hotels. Connection is here made with the Ashuelot Branch of the Connecticut River Railroad system for the South, and the Cheshire Railroad for Bellows Falls and Rutland.

CONTINUATION OF MAIN LINE FROM NASHUA.

From Nashua the through service for the upper divisions of the Boston and Lowell system is over the Concord Railroad to Concord, N. H., along the banks of the beautiful Merrimack for thirty-five miles, passing through the large manufacturing city of Manchester, of 32,630 population, and the towns of Merrimack and Hooksett, with other small stations, the whole distance possessing attractive features in the river and hill scenery to be viewed from either side of the train, especially at Martin's Ferry Bend and in the vicinity south of Hooksett station.

Concord, N. H. Seventy-five miles from Boston. Population 13,843. The capital of the State of New Hampshire, originally called Penacook, from an Indian tribe over which Passaconaway held sway, whose home was near by; afterwards called Rumford, then Bow, and, in 1765, Concord. Included in the city limits are East and West Concord. It is very pleasantly situated on level and gradually rising land overlooking the wide intervals of the Merrimack River. The streets are wide and well shaded and lined with fine buildings. The State House is a fine granite building, situated in a pretty little park. The halls contain the battle-flags borne in the war by the New Hampshire regiments, and many historic portraits. The famous Concord coaches and stages are made here; and there are also within the city extensive granite quarries. There are two excellent hotels, viz., the Eagle and Phoenix. The city and surrounding region has many pleasing features. The Concord Railroad has a new and well-appointed depot, and the place is a great railroad centre, three of the great arms of the Boston & Lowell Railroad system here diverging; the Concord & Claremont, to the West; the Northern, to the Northwest; and the White Mountains Division (formerly the Boston, Concord, Montreal & White Mountains Railroad), to the North.

Towns and Stations en Route—Continued.

CHAPTER VI.

CONCORD AND CLAREMONT BRANCH.

Passing out of Concord city the line ascends a sharp grade, and passes West Concord, a considerable village and a suburb of the Capital, where the new State Prison is located, in excellent buildings, and also vast granite quarries, celebrated all over the land. Next is a small station called Mast Yard, where the preparation of ships' masts was once an industry. Next is Contoocook, twelve miles from Concord and eighty-seven from Boston, where the Hillsboro' & Peterboro' Branch diverges to the south, passing through the following places: West Hopkinton, part of a large and charming country town, once a half shire town of Hillsboro' County, but now in Merrimack County; Henniker, in Merrimack County, twenty miles from Concord and ninety-five from Boston, with a population of 1,326; West Henniker, in the same town; Hillsboro', Hillsboro' County, N. H., twenty-seven miles from Concord, and eighty-two miles from Boston *via* Hancock Junction, and one hundred and two miles *via* Concord, population 1,646,—from here there is an early train, *via* Hancock Junction, reaching Boston about 10 o'clock A.M.; Antrim, thirty-three and one-half miles from Concord, seventy-five, *via* Hancock Junction, from Boston; Bennington, thirty-five and one-half miles from Concord and seventy-three miles, *via* Hancock Junction, from Boston. The Keene Branch of the Boston & Lowell Railroad system passes through the easterly part of the town. The three last-named towns are in Hillsboro' County, N. H., and are all hill-country towns with many attractions and opportunities for summer boarders. In Antrim, several streams from the ponds in Stoddard supply good fishing waters.

Warner, N. H. Nineteen miles from Concord and ninety-four from Boston. Population 1,537. Returning to the Concord & Claremont Branch, after Contoocook we next reach this town, on the Warner River and many hills. Kearsarge Mountain, seen on the right of the train, is mostly in this town; these features, with numerous fine ponds, lend many attractions to the region. Waterloo and Roby's Corner are the next stations.

Bradford, N. H. Twenty-seven miles from Concord and one hundred and two from Boston. Population 950. Another of the pleasant hill-country places, abounding in streams and ponds. About three miles from the station are Bradford Springs, quite a noted resort. There is from here stage connection with Sutton, and New London, where Colby Academy is located.

Newbury, N. H. Thirty-four miles from Concord, and one hundred and nine from Boston. Population 590. The town is mountainous; the station is at the extreme southeast end of Lake Sunapee, where the steamer may be taken for the many delightful islands and settlements on the shores, including Pine Cliff, Blodgett's, George's Mills, Sunapee, Lake View House, Liberty and Emerald Islands. The railway platform extends to the steamboat dock.

Mount Sunapee, N. H. Thirty-six miles from Concord and one hundred and eleven from Boston. In the town of Sunapee, which has a population of 895, and surrounds Lake Sunapee, particularly spoken of elsewhere. This is the station for Johnson's celebrated boarding-house, far up on the side of Sunapee Mountain, overlooking a wide stretch of country and beautiful Sunapee Lake. Sunapee is the next station, and in the same town.

Newport, N. H. Forty-three miles from Concord and one hundred and eighteen from Boston. Population 2,612. The shire town of the county, and a place of uncommon rural beauty, with wide streets, good hotels, pleasant drives at cheap rates, and many superior summer boarding places. The drive to Lake Sunapee is only six miles over good roads along the valley of Sugar River and over a high hill, from which there is a very fine view. The whole region is one of the most healthful in the country, and increasing in favor with the public. Northville and Kellyville are the next stations.

Claremont, N. H. Fifty-four miles from Concord and one hundred and twenty-nine from Boston. Population 4,704. A very pleasantly situated town on the Connecticut River, surrounded by mountains. The central village is well laid out, and the Belmont House a good hotel. The drives in all directions give a great variety of scenery, and good board in pleasant homes may be secured. Ascutney Mountain, across the Connecticut River, in Vermont is a prominent feature in the landscape, and grandly beautiful from whatever point viewed. Claremont Junction, two miles beyond, supplies connection with the Connecticut River Railroad line south and north.

THE NORTHERN DIVISION.

Leaving Concord, the road passes through the great meadows of the Merrimack, which are very fertile and show many charming landscapes in the summer. The first station is Penacook, formerly called Fisherville. Here the Contoocook forms a junction with the Merrimack, and an island in mid-stream, crossed by the railroad, has the monument to the intrepid Mrs. Dustin, whose adventures have been already mentioned in Chapter III.

Boscawen, N. H. Ten miles from Concord and eighty-five from Boston. Population 1,381. A beautifully situated town, on the hills and in the Merrimack River Valley. North Boscawen is also in this town.

Webster Place, N. H. Seventeen miles from Concord and ninety-two from Boston; in the limits of the town of Franklin, noted as the home of Daniel Webster. The large white house north of the railroad is the Webster house, altered from time to time, but the original house may be recognized by its huge chimney and the row of columns which decorate its front. Some years ago prominent citizens purchased the place and gave it for a State Orphans' Home, to which it is now devoted.

Franklin, N. H. Nineteen miles from Concord and ninety-four from Boston. Population 3,265. Here the Pemigewasset and Winnepesaukee rivers unite to form the Merrimack. The village is picturesque by reason of the beautiful wooded hills which surround it, and by the swift streams which force a passage between them. There are numerous manufactories of flannel, hosiery and paper. The Webster House and Franklin Hotel are good hostleries.

BRISTOL BRANCH.

This extends thirteen miles to Bristol, N. H. Population 1,352. A beautifully located town, abounding in mountains and streams, and bordering the charming Newfound Lake, a noted resort for campers and boarders. There is a rich bed of plumbago near the village. Hill is a small station on the line of this branch.

NORTHERN DIVISION—CONTINUED.

A few miles beyond Franklin on the main line is Webster Lake station, on the shore of the very fine sheet of water bearing that name. Here there is a good grove and facilities for picnic excursion parties.

Andover, N. H. Population 1,204. The first station in this town is East Andover, twenty-five miles from Concord and one hundred from Boston. Highland Lake is near by, in view from the train, with its clear, sandy shores, on which is Taunton Village, a settlement of summer homes. There are many pleasant drives in the region.

Next is Andover, twenty-nine miles from Concord and one hundred and four from Boston. The region is attractive by reason of Eagle Pond, four miles long, Ragged Mountain overlooking it, and the course of the Blackwater River. The railroad makes a wide detour to avoid the mountain.

Potter Place, two miles beyond, is the station for the Winslow House, on Mount Kearsarge, the highest and grandest mountain in this part of the State, and the hotel upon it is a favorite resort for those who enjoy mountain air and extended views. Stages leave this station for Wilnot and New London, many summer boarders going to the latter place. Three miles farther is West Andover; and next, Danbury, thirty-nine miles from Concord and one hundred and fourteen from Boston; a mountainous town with a population of 760. South Danbury is another small station in the same town.

Grafton, N. H. Forty-three miles from Concord and one hundred and eighteen from Boston. Population 934. Grafton Centre is another station in the town, upon the ridge of the watershed between the east and west. A tributary of the Pemigewasset flows through the easterly part of the town and feeds the Merrimack, while in the westerly part there is a branch of the Mascoma, which empties into the Connecticut. There are several fine ponds. The railroad summit is in a long, deep rock-cut, which is 778 feet higher than Concord, N. H.

Canaan, N. H. Fifty-one miles from Concord and one hundred and twenty-six from Boston. Population 1,762. West Canaan, four miles farther on, is also a station in the town. The Centre, some two miles from the station, is long, wide and tree-embowered, and an attractive, quiet place in the summer. Heart's Pond is named for its shape, and has high, bluff banks. The town is full of wild, beautiful scenery, and in the villages there are good accommodations for summer visitors.

Enfield, N. H. Fifty-eight miles from Concord and one hundred and thirty-three from Boston. Population 1,680. It is a thrifty town and contains one of the most prosperous of the Shaker communities, who manage flannel mills and raise large quantities of choice garden seeds. There are several fine ponds beside the large and very beautiful Mascoma Lake, which the railroad skirts for several miles. On its west side are high hills, on the eastern slope of which is the Shaker settlement. On the lake is a small steamer which plies in summer, and the whole region is a delightful one for summer visitors, there being a settlement of summer cottages and tents on the northeasterly shore.

Lebanon, N. H. Sixty-five miles from Concord and one hundred and forty from Boston. Population 3,354. East Lebanon, at the west end of Mascoma Lake, is also in this town, through which flows, or rather plunges, the Mascoma River, which the railroad crosses thirteen or fourteen times through covered bridges. This and many other neighboring towns were settled by people from Connecticut, which accounts for the same names to be found in that State. This is a beautiful town, with some manufactories and many points of interest for the summer sojourner. West Lebanon comes next, sixty-nine miles from Concord and one hundred and forty-four from Boston, and is on the left bank of the Connecticut River, opposite White River Junction, which is in the town of Hartford, Vermont. Here Tilden Seminary for young ladies is located, and has a most excellent reputation. By a bridge across the river connection is made at White River Junction with the Central Vermont Railroad, and with the Passumpsic River Railroad for the North. The wide intervals and broad meadows which are here met, are in pleasing contrast to the wilder country through which the Northern Railroad passes.

Towns and Stations en Route—Continued.

CHAPTER VII.

WHITE MOUNTAINS DIVISION.

This was formerly the well and favorably known Boston, Concord, Montreal & White Mountains Railroad, and under the management of the Boston & Lowell Railroad maintains its former high efficiency, and has increased its facilities for the tourist and general travelling public. The first station is East Concord, two miles from Concord and seventy-seven from Boston; then North Concord, four miles beyond, both of which are in the limits of Concord, Merrimack County; then Canterbury, nine miles from Concord and eighty-four from Boston, population 1,033. Four miles from the station is a large village, or family, of Shakers. Soon after passing the station a good view is had of Mount Kearsarge (in Andover and Warner), on the left. Northfield, N. H., is the next town, thirteen miles from Concord and eighty-eight from Boston, devoted to agricultural pursuits.

Tilton, N. H. Eighteen miles from Concord and ninety-three from Boston. After traversing the town of Northfield, the train crosses the Winnepesaukee River, and enters this pleasant town. The seminary of the New Hampshire Conference of the Methodist Episcopal Church is seen upon the hillside, on the left. The town has prosperous manufacturing interests, and contains some handsome private residences. A short distance beyond the station is a charming summer house, built upon an island in the river. This was a gift to the town by Charles E. Tilton, Esq., as was also a new town hall, which contains the portraits of Samuel and Alexander H. Tilton, two former residents of the place, now deceased,—the father and uncle, respectively, of the generous donor. About a year since, Tilton was provided with a new and handsome station. Stages connect here for New Hampton and Gilmanton.

East Tilton, N. H. A part of the last named town, twenty-two miles from Concord and ninety-seven from Boston. As East Tilton is approached, the first view of the Sandwich Range is gained, over a pond on the left. Sandwich Dome is the peak on the left; and in order, towards the right, are Tripyramid, Whiteface, Passaconoway, Chocorua and the Ossipee mountains. The railroad crosses the Winnepesaukee River several times, and later skirts the shores of Sanbornton Bay or Lake Winnisquam. Across the waters, on the left, a fine view is had of Mounts Moosilauke, Kineo, Cushman, Lafayette, Liberty and Tecumseh, together with some of the peaks already mentioned.

Laconia, N. H. The shire town of Belknap County, and a flourishing and attractive place, twenty-seven miles from Concord and one hundred and two from Boston. There are extensive manufacturing establishments here, including car shops and machine shops. The Belknap Range is seen upon the right, while passing through this town. In skirting the shore of Round Bay, a glimpse is caught of Mount Washington.

Lake Village, N. H. Situated partly in Laconia and partly in Gilford; twenty-nine miles from Concord and one hundred and four from Boston. This is a stirring place, with several manufacturing establishments. After passing Lake Village, the road crosses the outlet of Lake Winnepesaukee for the last time. Mount Belknap is seen on the right, close at hand; and farther away is the Ossipee Range, with Chocorua on its north slope. For four or five miles the road traverses the shore of Long Bay, and across the water many fine glimpses of the mountains are had.

The Weirs, N. H. Distance from Concord, thirty-four miles; from Boston, one hundred and nine. This is the landing place of the Lake Winnepesaukee steamer, "Lady of the Lake," which runs in connection with all express trains. See special description.

Meredith Village, N. H. In the town of Meredith, thirty-seven miles from Concord and one hundred and twelve from Boston. Population 1,800. A bay or arm of the lake extends to the village on the right. Beyond the town, also on the right, Lake Waukewan, a charming sheet of water, is seen, with the peaks of Moosilauke, Plymouth Mountain, Mount Prospect, Sandwich Dome, Tripyramid, Whiteface, and Passaconaway beyond. Another little lake is passed, and, still farther on, the railroad crosses Asquam River.

Ashland, N. H. Forty-six miles from Concord and one hundred and twenty-one from Boston. Population 960. The village is seen upon the right; and beyond are Mount Prospect, Osceola, and the Sandwich Dome. This is the point of departure for the Asquam House, four miles distant.

Plymouth, N. H. A half shire town of Grafton County, and one of the most important places upon the route. The distance from Concord is fifty-one miles, and from Boston one hundred twenty-six. At the imposing Pemigewasset House, passengers by all the day express trains stop for meals. The Pemigewasset Valley Branch diverges from the main line at Plymouth. The pleasant town is one of the great places of resort in the summer months. See special article on Plymouth.

THE PEMIGEWASSET VALLEY BRANCH.

The stations named below are upon the new Pemigewasset Valley Branch, above Plymouth, and all in Grafton County.

Livermore Falls. A flag station within the town of Campton and near the Livermore Falls, on the Pemigewasset River, two and one-half miles from Plymouth, fifty-three from Concord, and one hundred and twenty-eight from Boston.

Campton. A flag station near Blairs, four miles from Plymouth, fifty-five from Concord, and one hundred and thirty from Boston. Population 1,163.

Campton Village. This is the chief station in the town of Campton, seven miles from Plymouth, fifty-eight from Concord, and one hundred and thirty-three from Boston. Sanborn's (in West Campton), the Hillside House, Sunset Hill House, and numerous boarding houses scattered about Campton Village and its vicinity, are reached from this point, and also Greeley's, in Waterville, ten miles distant, up the valley of Mad River. Carriage from Greeley's will meet passengers, upon notification. One of the prominent objects seen while traversing this part of the route is the shapely mass of Welch Mountain, which rises to the height of 3,500 feet, north of the Mad River Valley. Mount Weetamoo is on the south side, and, like Welch Mountain, is often visited on account of its extended view. Up the Mad River Valley, Tripyramid and Sandwich Dome are to be seen. The town of Campton has, for many years, formed a favorite resort for artists.

Thornton. This is a flag station, nine miles above Plymouth, sixty north of Concord, and one hundred and thirty-five from Boston. Population 775. Mill Brook Cascades are in this town, and are visited either from here or from Campton Village.

West Thornton. In the town of Thornton, thirteen miles above Plymouth, sixty-four from Concord, and one hundred and thirty-nine from Boston. There are several fine view points in this vicinity; the Franconia group of mountains standing out very prominently in the northern outlook.

Woodstock. This station is sixteen miles from Plymouth, sixty-seven from Concord, and one hundred and forty-two from Boston. Population 367. Woodstock has an area of 33,350 acres, but is chiefly covered with forests, only some 2,600 acres being under cultivation. The country is very mountainous; and among the near elevations are Hatch, Hix, Russell, and Loon Pond Mountains on the right; while Cushman Mountain, Mount Watnomée, and the Blue Ridge rise farther away, upon the left.

North Woodstock. The terminal station is reached twenty miles above Plymouth, seventy-one miles from Concord, and one hundred and forty-six miles from Boston. This point is near the junction of the east branch of the Pemigewasset with the main stream, and near also the mouth of Moosilauke Brook, which empties from the west.

Upon the latter, about two miles distant, are the Agassiz Basins, which comprise one of the finest pieces of rock scenery in the Pemigewasset Valley.

The Flume House. From North Woodstock, stages run in connection with all trains to the Flume and Profile houses. The Flume House is between five and six miles above North Woodstock, or twenty-six miles from Plymouth.

The Profile House. The terminus of the stage line from North Woodstock, ten and one-half miles above the station at that place, and thirty-one miles from Plymouth.

CONTINUATION OF THE MAIN LINE ABOVE PLYMOUTH.

Rumney, N. H. Ascending the valley of Baker's River, after leaving the Pemigewasset at Plymouth, this town is reached; fifty-nine miles from Concord, and one hundred and thirty-four miles from Boston. Population 1,050. High hills rise on each side of the railroad. Mount Stinson is upon the right, and the Mount Carr Range upon the left. Beyond them, in front, are mountains in the town of Ellsworth. Beyond Rumney, Rattlesnake Mountain is seen on the right.

West Rumney, N. H. A station in Rumney, sixty-two miles from Concord and one hundred and thirty-seven from Boston. The Groton Hills are upon the left.

Wentworth, N. H. This town, so named in honor of Governor Benning Wentworth, is sixty-seven miles from Concord and one hundred and forty-two from Boston. Population 939. North of Wentworth the road passes near Mount Carr, which is upon the right.

Warren, N. H. This is a mountainous town, seventy-one miles from Concord and one hundred and forty-six from Boston. Population 786. The Village lies parallel with the railroad. There are said to be more than one hundred brooks in the town, and upon some of them are picturesque cascades. The most picturesque of these streams is Hurricane Brook, which flows from Mount Carr. Various minerals have been found in the town, and at Ore Hill is an abandoned mine of silver-bearing lead. Shafts were at one time sunk on the slope of Mount Sentinel. North of Warren, the road ascends the short Mikascota or Black Brook Valley. While passing through Warren, and for many miles beyond, the massive form of Moosilauke, 4,811 feet in height, is seen upon the right. Mounts Carr, Waternomee and Kineo are also upon the right, while Mount Mist and Webster's Slide are upon the left. From here stages run to Mount Moosilauke.

Warren Summit. The highest point upon the main line of the White Mountains Division, seventy-five miles from Concord and one hundred and fifty from Boston. The altitude of the road at this point is 1,063 feet above the level of the sea. Near the summit the train passes through a rock-cutting, three-quarters of a mile long, and, in

places, sixty feet deep. This work required the labor of one hundred and fifty men for a year and a half, and cost over \$150,000. As the descent toward the Connecticut Valley is commenced, the bold cliffs of Owl's Head are seen upon the right.

East Haverhill, N. H. The last of four stations located in the town of Haverhill, the half shire town of Grafton County, eighty miles from Concord and one hundred and fifty-five miles from Boston. Population 2,455. The train descends to the northwest, near a stream known as Oliverian Brook. Two prominent mountains on the right are Black Mountain and Sugar Loaf; and, looking backward, the passenger sees the lofty ridge of Moosilarke, with the hotel on the summit. These mountains remain in sight for several miles.

Haverhill, N. H., and Newbury, Vt. This station is eighty-five miles from Concord and one hundred and sixty miles from Boston. The Connecticut Valley is here reached, and the views are exceedingly picturesque. The village of Haverhill is seen west of the railroad, and that of Newbury on the opposite side of the river, beneath the heights of Mount Pulaski. The shapely peak seen in the distance, down the river, is Mount Ascutney.

North Haverhill, N. H. Distance from Concord, eighty-eight miles; from Boston, one hundred and sixty-three miles.

Woodsville, N. H. A village in Haverhill, at the confluence of the Ammonoosuc River with the Connecticut, ninety-three miles from Concord, and one hundred and sixty-eight from Boston.

Wells River, Vt. This station is on the Vermont side of the river, opposite Woodsville, and in the town of Newbury. The White Mountains express trains from and to Boston do not cross the Connecticut, connection with the trains of the Passumpsic Railroad being made on the east side. The New York and Montreal trains, however, cross at this point. Wells River is the actual point of junction with the Passumpsic Railroad and also with the Montpelier & Wells River Railroad.

Bath, N. H. On leaving Woodsville, Mount Gardner is upon the left. The near hills shut out the higher mountains for a considerable distance. Bath is a pleasant little town, ninety-eight miles from Concord, and one hundred and seventy-three from Boston. Population 1,032. A substantial bridge spans the Ammonoosuc at this place, the village being chiefly on the opposite side from the station.

Lisbon, N. H. The river is crossed beyond Bath; and Lisbon, one hundred and three miles from Concord, and one hundred and seventy-eight from Boston, is soon reached. Population 1,807. The village is chiefly upon the left. In this town, and in its neighborhood, gold mining has been carried on to a considerable extent. Stages leave this station for the Sunset Hill House.

North Lisbon, N. H. Distance from Concord one hundred and nine miles, and from Boston one hundred and eighty-four.

Littleton, N. H. One of the principal towns upon the route, one hundred and fourteen miles from Concord, and one hundred and eighty-nine from Boston. Population 2,936. (See special article elsewhere.) Thayer's Hotel is in the centre of the village, across the river on the left, and the Oak Hill House upon the heights beyond. The High School building is also a prominent object. Stages leave Littleton for Franconia, six miles distant.

Wing Road, N. H. Within the limits of the town of Bethlehem, one hundred and nineteen miles from Concord, and one hundred and ninety-four from Boston. A fine view of Mount Lafayette and the Twin Mountains is had from the station. The White Mountains trains leave the main line here, and continue up the Ammonoosuc Valley to the following stations:

THE MOUNT WASHINGTON BRANCH.

Bethlehem Junction is four miles from Wing Road, one hundred and twenty-three from Concord, and one hundred and ninety-eight from Boston. It is the connecting point with the Profile & Franconia Notch (narrow gauge) Railroad, which has lines running to Maplewood, Bethlehem Street, and the Profile House.

Twin Mountain House. The station for the Twin Mountain House is eight miles from Wing Road, one hundred and twenty-seven from Concord, and two hundred and two from Boston.

White Mountain House. The White Mountain House station is twelve miles from Wing Road, one hundred and thirty-one from Concord, and two hundred and six from Boston.

Fabyan's. This station, the most important railroad point in the mountain region, is thirteen miles from the Wing Road, one hundred and thirty-two from Concord, and two hundred and seven from Boston. All Boston and New York express trains run to and from here, as do also the Mount Washington trains and trains for the Crawford House (four miles distant) and through the Crawford Notch. The Fabyan House is situated opposite the station, and the Mount Pleasant House is half a mile distant.

Base of Mount Washington. A junction of the Mount Washington Branch and the Mount Washington Railway, nineteen miles from the Wing Road, one hundred and thirty-eight from Concord, and two hundred and thirteen from Boston.

Summit of Mount Washington. Reached only by the Mount Washington Railway, which extends three miles from the base, twenty-two miles from the Wing Road, one hundred and forty-one from Concord, and two hundred and sixteen from Boston.

THE PROFILE AND FRANCONIA NOTCH RAILROAD.

This is a narrow gauge line running from Bethlehem Junction to Maplewood, Bethlehem, and Profile House. The stations are as follows:

Profile House, N. H. Distance ten miles from Bethlehem Junction, or one hundred and thirty-three from Concord, and two hundred and eight from Boston. There are now two railway routes to the Profile House,—one from Plymouth, over the Pemigewasset Valley Branch from Plymouth, and the other by this road.

Maplewood, N. H. A station in Bethlehem for the Maplewood House, two miles from Bethlehem Junction, one hundred and twenty-five from Concord, and two hundred from Boston.

Bethlehem, N. H. The station in Bethlehem, from which most of the hotels and boarding houses are reached, three miles from the Junction, one hundred and twenty-six from Concord, and two hundred and one from Boston.

CONTINUATION OF THE MAIN LINE ABOVE THE WING ROAD.

Whitefield, N. H. A town on the main line, one hundred and twenty-five miles from Concord, and two hundred from Boston. Population 1,828. The Whitefield & Jefferson Railroad runs hence to Jefferson. The extensive mills of the Brown Lumber Company are near the station. The mountain formerly known as the Haystack, and recently named Mount Garfield, and several other high peaks are here seen upon the right.

WHITEFIELD AND JEFFERSON RAILROAD.

This road extends from Whitefield to Jefferson; the stations and distances being as follows:—

Whitefield Village. Distance one mile from Whitefield, on the White Mountains Division, one hundred and twenty-six from Concord, and two hundred and one from Boston.

Hazen's Mills. A station in Whitefield, three miles from the junction, one hundred and twenty-eight from Concord, and two hundred and three from Boston.

Cherry Pond. A station in the town of Jefferson, seven miles from Whitefield, one hundred and thirty-two from Concord, and two hundred and seven from Boston.

Jefferson, N. H. The terminus of the road, ten miles from Whitefield, one hundred and thirty-five from Concord, and two hundred and ten from Boston. Population 951.

CONTINUATION OF THE MAIN LINE ABOVE WHITEFIELD.

Dalton, N. H. A small town, one hundred and twenty-nine miles from Concord, and two hundred and four from Boston. Population 570. From Whitefield, through Dalton, the railroad follows the course of John's River.

South Lancaster, N. H. In the town of Lancaster, one hundred and thirty-one miles from Concord, and two hundred and six from Boston.

Lancaster, N.H. The shire town of Coös County, one hundred and thirty-six miles from Concord, and two hundred and eleven from Boston. Population 2,721. Coös is an Indian name signifying crooked, and was originally applied to that part of the Connecticut River upon which Lancaster and the towns north of it are situated. Rounding the Martin Meadow Hills, the train crosses the interval, and once more approaches the Connecticut River. Lancaster itself is not mountainous, but it is surrounded by high hills. At the right are seen the dark masses of the Pilot Range, and on the Vermont side of the river are the beautiful Lunenburg Heights. Israel's River empties into the Connecticut at Lancaster. The Lancaster House is a new and handsome hotel which has been erected on the site of a former hotel.

Guildhall, Vt. (Northumberland Falls). Guildhall is in Vermont; population 558; and the station is in the town of Northumberland, on the New Hampshire side of the Connecticut River, one hundred and forty-one miles from Concord, and two hundred and sixteen from Boston. Population 1,062. In passing through Northumberland, a prominent elevation, Cape Horn, or Mount Lyon, is seen on the right, and the Percy Peaks in front.

Groveton Junction, N.H. In the town of Northumberland, one hundred and forty-six miles from Concord, and two hundred and twenty-one from Boston. This is the point of junction with the Grand Trunk Railway. Passengers for Brunswick Springs, Colebrook, Connecticut Lakes, Dixville Notch, Lake Umbagog, or the Rangeley Lakes proceed to North Stratford by rail, and thence by stage.

VERMONT DIVISION.

Scott's. Two hundred and two miles from Boston, in the town of Dalton, N. H., where the junction is formed with the White Mountains Division.

Lunenburg, Vt. Where the line crosses the Connecticut River from New Hampshire to Vermont, three miles from Scott's, two hundred and twenty-five from Boston, and twenty-two from St. Johnsbury. Population 1,038.

East Concord, Vt. In the town of Concord, eight miles from Scott's, two hundred and ten from Boston and seventeen from St. Johnsbury. A country village, with a church and three stores.

Miles' Pond, Vt. In the town of Concord, ten miles from Scott's, two hundred and twelve from Boston and fifteen from St. Johnsbury. A small village with a saw-mill and a store.

North Concord, Vt. In the town of Concord, fourteen miles from Scott's, two hundred and sixteen from Boston and eleven from St. Johnsbury. A village, with a church and a store, from whence there is a stage line to Granby, and a branch railroad nine miles to the north into Victory, by which name it is known. A daily mixed train each way has a large lumber business and some passengers.

West Concord, Vt. In the town of Concord, seventeen miles from Scott's, two hundred and nineteen from Boston and twelve from St. Johnsbury. The population of the town is 1,612. West Concord is the largest village in the town, population 400, with two churches, several stores and a grist-mill. There are several good fish-ponds in the town.

East St. Johnsbury, Vt. Twenty-one miles from Scott's, two hundred and twenty-three from Boston and four from St. Johnsbury, of which town it is a part.

St. Johnsbury, Vt. Twenty-five miles from Scott's, via Scott's two hundred and twenty-seven, and via Wells River two hundred and five, miles from Boston. Population of the town 5,800; St. Johnsbury village 3,360. The shire town of Caledonia County, having a beautiful location, many fine public buildings, the Fairbanks Scale Works, employing 800 men, two weekly newspapers and two good hotels, the St. Johnsbury House on the hill and principal street, and the excellent Avenue House near the railroad station. There is also a noble soldiers' monument, and one of the best equipped academies in the state.

At this point the Passumpsic River Railroad is crossed.

Danville, Vt. Twelve miles from St. Johnsbury. Population 2,003. A hilly town in which there are good fishing-ponds, including Joe's, named for an Indian who lived on its shores. West Danville is a station in the same town.

Walden, Vt. Twenty miles from St. Johnsbury. Population 931. Fine views of the Green Mountains from its hills. There is a large pond within its limits, and a stage line to Cabot.

Greensboro', Vt. Twenty-eight miles from St. Johnsbury. Population 1,061. The railroad touches only the south-east corner of the town. It is a farming locality. Four miles north of the station is Greensboro' Pond, six miles long and four miles wide, full of speckled trout. This is the highest sheet of water in Vermont. From the station there is a stage line to Craftsbury.

East Hardwick, Vt. Thirty-one miles from St. Johnsbury, and in the town of Hardwick.

Hardwick, Vt. Thirty-five miles from St. Johnsbury. A pretty country town, with churches and stores. Population 1,484.

Wolcott, Vt. Forty-one miles from St. Johnsbury. Population 1,166. Stages run to North Wolcott and Albany.

Morrisville, Vt. Forty-nine miles from St. Johnsbury. Population 2,099. There is an excellent eating-house in the station. The village is a large and thrifty one, with manufactories, churches and stores, and here are the homes of ex-Gov. Hendee and Judge H. H. Powers of the Supreme Court of the State. Near by is a camp-ground, where State temperance conventions are held. In the vicinity are fine views of natural scenery. Stages connect for Stowe and Mt. Mansfield.

Hyde Park, Vt. Fifty-three miles from St. Johnsbury. Population 1,715. This is the shire town of Lamoille County. Just east of the station a fine landscape view to the south can be seen from the cars. Stages depart for North Hyde Park and Lowell.

Johnson, Vt. Fifty-six miles from St. Johnsbury. Population 1,495. A fine large village, with churches, stores and the State normal school. The surrounding scenery is very fine, while the farming region is excellent.

Cambridge Junction, Vt. Sixty-four miles from St. Johnsbury. Population of town 1,750. Here connection is made with the Burlington & Lamoille R.R., of the Central Vermont system, for Essex and Burlington. The natural scenery of Cambridge is uncommonly fine. The soil is very rich along the river valley.

Fletcher, Vt. Seventy miles from St. Johnsbury. Population 868. A good farming town.

East Fairfield, Vt. Seventy-five miles from St. Johnsbury. In the town of Fairfield. A good farming region. A stage connects with Bakersfield.

Fairfield, Vt. Seventy-eight miles from St. Johnsbury. Population 2,172. Some of the best land in the State, containing what is said to be the best farm in Vermont. The birth-place of ex-President Arthur.

Sheldon, Vt. Eighty-three miles from St. Johnsbury. Population 1,529. Between Fairfield and Sheldon the Beach Creek is followed, and on its narrow winding stream, through beautiful meadows, a steam launch plies for parties in the summer season. Sheldon Springs are near by, and there are several good hotels, with churches and stores. It is quite a summer resort, and the region a very fertile one. Sheldon Junction, five miles beyond, is in the same town, and at this point the Missisquoi R.R. of the Central Vermont is crossed.

East Highgate, Vt. Eighty-nine miles from St. Johnsbury. In the town of Highgate.

Highgate, Vt. Ninety-one miles from St. Johnsbury. Population 2,088. A good farming region. From the uplands there are fine views to the south-east of the Green Mountains.

East Swanton, Vt. Ninety-five miles from St. Johnsbury. In the town of Swanton.

Swanton, Vt. Ninety-six miles from St. Johnsbury. Population 3,079. This region was long a favorite place of abode for the Indians before the French came from Canada, or the English settled it. In 1853 a remarkable discovery was made, which indicates that some Englishman had wandered hither, probably from some exploring vessel, so early as 1564. The town is now a pleasant and thrifty one, with churches, schools, banks, stores, hotels and several manufactories.

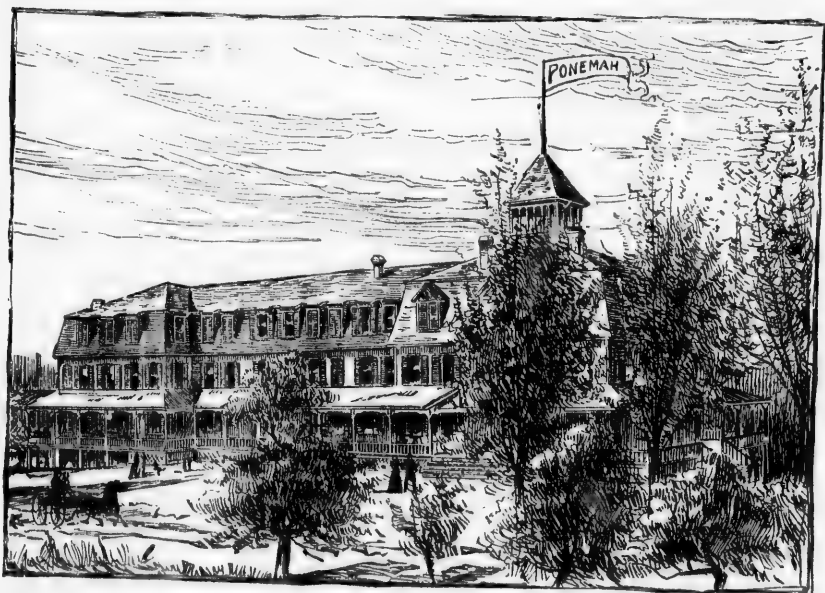
Maquam, Vt. Ninety-eight miles from St. Johnsbury. Is only a landing-place for the steamer and coal barges, with Hotel Champlain on the lake shore. Large quantities of coal are transhipped from canal boats to cars for points in northern Vermont.

Important Places in Southwestern New Hampshire.

CHAPTER VIII.

AMHERST, N.H., AND MILFORD SPRINGS.

Amherst is a pleasant rural town, forty-eight miles from Boston on the Keene Branch, which of itself has many attractions for summer residents desiring the quiet life of the farm house, but is specially important as the railroad station for the celebrated Hotel Ponemah, at Milford Springs.



HOTEL PONEMAH.

Hotel Ponemah is about two miles south of Amherst station, which is its post-office. A stage-ride over a pleasant and good country road brings one to its beautiful location on a hill-top commanding a mountain and valley prospect of great beauty. The hill-sides and the vale near by are covered with a forest in which are some mammoth chestnuts. This whole surface is full of springs, equally abundant in flow but of very different properties. The old Milford Springs House is near by, reminding one of the old-time taverns of New England. In its basement is the curb of the original spring which gave celebrity to this place. A tradition connects its discovery with the dream of a

dying boy, which many people faithfully accept; however that may be, there is no doubt that many persons have experienced beneficial effects from using the waters. In one spring magnesia predominates; in another, iron; in a third, called "The Ponemah Spring," silica, oxide of iron, sulphate of soda, sulphate of potash, chloride of sodium, and magnesia. In the iron spring there is a large quantity of free carbonic acid gas.

The hotel is new, supplied with all modern conveniences, and managed by Messrs. Barnes & Dunklee of the Hotel Brunswick of Boston, a sufficient guarantee of first-class service. To the west there is an elevation overlooking the hill on which the hotel stands, called Mount Pisgah, 600 feet high, from which a wide view of the country can be had, with the grand Temple range of mountains on the west, consisting of Pack-Monadnock, Temple, Kidder and other peaks, while between and over them the grander summit of Monadnock is seen on a clear day. From the top of the hotel a wide expanse of the Souhegan valley is seen, and beyond to the north Mount Vernon, and still further in that direction, three mountain peaks which challenge the beholder's attention. That to the left is Joe English mountain, in New Boston, and the other two, The Un-ca-noo-nucks, "a corruption of the Indian *Wunnunnoogunash*, the plural of *Wunnunnoogun* (a breast), *ash* being added to the singular to form the plural of inanimate nouns." The aptness of the name will be seen at a glance. These latter are in Goffstown and near Manchester.

"Green-tufted, oak-shaded, by Amoskeag's fall,
Thy twin Uncanoonucks rose stately and tall."

When old Pascagora, the Indian sage, had his dying vision, the braves of his Namaoskeag tribe were on these hills:—

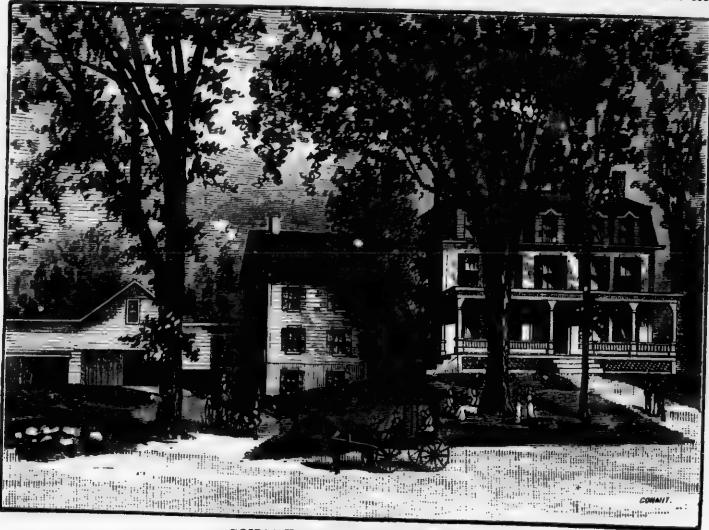
"For all the warriors were away,
Before the sun had brought the day
To Uncanoonucks' southern side,
To sit in council for the tribe."

The Hotel Ponemah is so situated that every room receives sunlight at some hour of the day; and the outbuildings and stables are so far removed that there is an absence of flies. In the summer season a fast express train conveys passengers to Boston in an hour and a quarter, arriving there at 9.20 a.m., making only three stops on the way; and the return is as speedy, leaving Boston at 5.00 p.m.

MILFORD AND MOUNT VERNON.

Milford is a quiet but pleasant country town, two miles beyond Amherst, with many desirable farm-house boarding places. The village is an attractive and thrifty one, in which, on a high bluff overlooking the Souhegan River, there is a noble old mansion of many

corners, gables and bay windows, known as the Endicott House, in which boarders are received in the summer. It is an attractive place for those who enjoy summer life in a country village. Milford is also the railroad station for Mount Vernon, which is reached by a pleasant stage ride of four miles. Mt. Vernon is a fair sample of the retired and



CONANT HALL, MT. VERNON.

peaceful country village, and has many interesting characteristics that have brought to it each year an increased number of summer guests. The wide views of mountains and valleys it presents, its fine drives, and the generous fare supplied at its houses of entertainment easily account for its popularity.

"The Grove," "Purgatory" and "Lovers Lane" are local points of interest.

PETERBORO', N. H.

This town and surrounding region has long been a favorite resort of summer boarders, and, now that the Boston & Lowell Railroad supplies facilities for reaching it at convenient hours, will attract still larger numbers. The place has a history, as well as natural attractions; it was originally called East Monadnock, from the grand mountain southwest of the town, of which Emerson has said:

"The people's pride, the country's core,
Inspirer, prophet evermore;
Pillar which God aloft had set
So that men might it not forget."

It was first settled in 1738, by Scotch Presbyterians, who had to go twenty-five miles to Townsend, Mass., to get their corn ground. In 1750 it suffered from Indian depredations, and Massachusetts, to which colony

it then belonged, built a block-house and supplied a guard of twenty men. John Ritchie was the first male child born in the town, February 22, 1759, and died in the cause of freedom at Cambridge, during the siege of Boston, in 1776. In 1760 the place was incorporated, and, like so many other New Hampshire towns, named for an English nobleman, Charles Mordant, Earl of Peterborough, the brilliant leader of the British army in the war of the Spanish succession. The Nubanusit and Contoocook rivers unite in the centre village and then flow north. The valley and surrounding hills are very beautiful. Within recent years some of the old farms have been purchased by those who have greatly improved them, and some of the great, old farm houses have been enlarged and quaintly adorned.

Tucker's Hotel, in the village, is an excellent house at any season of the year, while there are many farm houses where good board can be had in the summer. From the slightly locations all the surrounding mountains are in full view, which led the philosopher-poet, above quoted, to exclaim :

" 'Happy,' I said, 'whose home is here!
Fair fortunes to the mountaineer!
Boon Nature to his poorest shed
Has royal pleasure-grounds outspread.' "

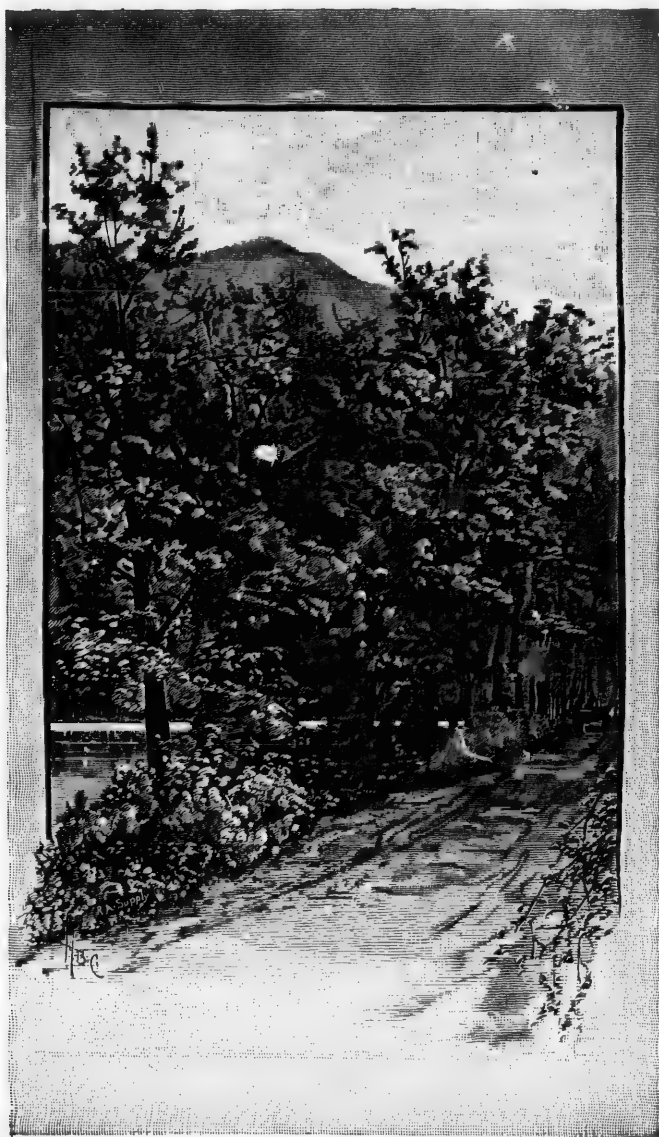
The drives are one of the great features of the town; they may be along valley roads or over long hills, by the shaded river-side, or along the margin of ponds. Cunningham Pond, in the easterly part of the town, under frowning Peterboro' (or "Pack Monadnock") Mountain, is a favorite place for fishing and sailing parties, while great berry-pastures lie beyond.

There are numerous manufactories, including a large shoe shop, near the railroad station. There are five churches, a national bank, and a public library. No one will make a mistake who locates himself or family here for a short or long stay. The Boston and Lowell summer trains are so arranged that one may leave here in the morning, have several hours in Boston in the middle of the day, and return before dark, which makes this region a desirable one for the families of business men.

DUBLIN.

This noted place of summer residence is reached *via* the Harrisville station of the Keene Branch of the Boston & Lowell Railroad. It is on the water-shed between the Merrimack and Connecticut rivers. and contains beautiful Dublin Pond, over which, on the south, towers Monadnock, of which Ralph Waldo Emerson has written,

" I turned to Cheshire's haughty hill
* * * * *
On the summit as I stood,
O'er the floor of plain and flood
Seemed to me, the towering hill
Was not altogether still,
But a quiet sense conveyed;
If I err not, thus it said :—
* * * * *



DUBLIN FOND.

'Ever morn I lift my head,
 See New England under spread,
 South from Saint Lawrence to the Sound,
 From Katskill east to the sea-bound.
 Anchored fast for many an age
 I awe!t the bard and sage
 Who, in large thoughts, like fair pearl-seed,
 Shall string Monadnock like a bead."

From the elegant mansions on the margin of the pond, the comfortable farm houses, the bosom of the mountain lakelet, or from among the abundant blueberry bushes which skirt it, "Cheshire's haughty hill" can be seen in all his naked and massive grandeur. Perhaps there is not another mountain of its size in New England which is so bare; the whole upper portion is a ledge, and it stands out very clear against the sky. The view from its summit is extensive and pleasing; the climb up its sides not severe, but calling for good exertion. Whether Emerson spoke "of himself or of some other man" is not known, when he vividly said of climbing Monadnock—

"Pants up hither the spruce clerk
 From South Cove and City wharf,
 I take him up my rugged sides
 Half-repentant, scant of breath,—
 Bead-eyes my granite chaos show,
 And my midsummer snow;
 * * * * *
 I scowl on him with my cloud,
 With my north-wind chill his blood;
 I lame him, clattering down the rocks;
 And to live he is in fear.
 When, at last, I let him down
 Once more into his dapper town,
 To chatter, frightened, to his clan,
 And forget me if he can."

No one will be disappointed who makes a summer stay on the shores of Dublin Pond, or in any of the other localities in the vicinity of Monadnock, such as Marlboro', Hancock or Peterboro'.

NEWPORT, N. H.

This is a favorite name for attractive summer resorts. If this New Hampshire town may not boast of such features as those places of similar name in Rhode Island and Vermont, it may yet present substantial attractions of its own. For many years it has drawn large numbers of summer sojourners. It is the only shire town of Sullivan County, is on the line of the Concord & Claremont Branch of the Boston & Lowell Railroad, has a wide main street, a large common, excellent public buildings, five churches, numerous stores, factories, and two hotels. The village is pleasantly situated on sloping hills, between which flows Sugar River, the outlet of Lake Sunapee, only five miles distant. Surrounding it are numerous mountains, Bald, Coit, Blueberry Ledge and East mountains, while Croydon and Sunapee are only a little farther removed. Some of the finest maple-sugar orchards in the State are

found in this town, and about one mile south of the village is an apple tree which, over a hundred years ago, was brought from Connecticut. Elephant Rock, three miles distant, is a natural curiosity to which many parties drive; through the valley of Sugar River to Sunapee Harbor is the Sunapee Lake road. Good teams can be had at very reasonable rates, and many families who board at farm-houses extract much pleasure from the use of the farm wagon and old, steady horse; mothers, nurses and children themselves driving, without fear, through the charming valley and over the pleasant hill, the roads and sights of which will remind one of Whittier's lines:—

"We held on sideling way above
The river's whitening shallows,
By homesteads old, with wide-flung barns
Swept through and through by swallows.

By maple orchards, belts of pines
And larches climbing darkly
The mountain slopes, and, over all,
The great peaks rising starkly.

* * * * *

We paused at last where home-bound cows
Brought down the pasture's treasure,
And in the barn the rhythmic flails
Beat out a harvest measure."

Railroad connection is direct and convenient with Concord, N. H., and Boston, over the Boston & Lowell system, and it is only a few miles over the Concord & Claremont Branch to Claremont Junction and connection with the Connecticut River line for Southern New England and New York.

Many who propose visiting Lake Sunapee will prefer coming to Newport first, and then locating on the lake at their leisure. The Newport House, favorably situated near the railroad station, has accommodations for one hundred and seventy-five guests, has all modern conveniences and is well conducted.

SUNAPEE MOUNTAIN HOUSE.

Six hundred feet higher than the surface of Lake Sunapee and over sixteen hundred feet above sea-level, on a beautiful round and fertile spur of Mount Sunapee, is the farm of Mr. Nathan S. Johnson, on which is the plain hotel called Sunapee Mountain House. It is only a large country home; but one of those into which people of refinement and quiet tastes love to go for a summer stay. The host is a Quaker gentleman; the atmosphere of the home is that of gentle Christian breeding and good literature; and the fare of the most substantial New England quality—the farm supplying everything needed, even to the wheat for the flour. The surrounding scenery is grand, and the view of Lake Sunapee the best to be had anywhere, while near mountains, the Sandwich Range and the cone of Mt. Washington, are in full view.

Near the house, and connected with a walk, is a cottage with a wide veranda, occupying a commanding site. This, and others like it soon to be built, supplies a suite of rooms for a family, and a most charming view of the lake below, so environed by high hills as to remind every Scotchman of his own celebrated Loch Katrine. The narrow southern end of the lake, with the steep wooded sides and rocky tree-covered islands, reminds one of "Ellen's Isle," as described in Sir Walter Scott's "Lady of the Lake":—

"And farther as the hunter stray'd,
Still broader sweeps its channels made.
The shaggy mounds no longer stood,
Emerging from entangled wood,
But wave-encircled, seem'd to float,
Like castle girdled with its moat.
Yet broader floods extending still
Divide them from their parent hill,
Till each, retiring, claims to be
An islet in an inland sea."

The railroad station is Mount Sunapee, on the Concord & Claremont section of the Northern Division of the Boston & Lowell Railroad. The post-office is Chandlerville, Merrimack County, N.H. Whenever notified in advance by mail, Mr. Johnson will meet guests and take them the mile up the mountain free of charge.

LAKE VIEW HOTEL.

This excellent hotel, a picture of which may be seen on page 78, has a fine location on the west side of Lake Sunapee, and overlooking its entire expanse. The view of Mount Sunapee and other mountains which shut in the basin, which include the long narrow south-east end of the lake, is a particularly attractive one; while, as Scott says of the Scottish Highland lake, so the sunset effect is seen from this western hillside:—

"One burnished sheet of living gold,
Loe! Katrine lay beneath him rolled."

The islands are in full view, the camp at Blodgett's Shore on the east, and the wide upper expanse of the lake, New London on the opposite side, with the majestic peak of Kearsarge rising still farther to the east. The house was thoroughly overhauled and renovated last year, and managed with great acceptance by M. P. Courser, who will be the landlord for the season of 1886.

The entire absence of mosquitoes, no hint of hay-fever, with the fine berries, lake fish and fresh farm supplies, give the place an excellent reputation. Communication with the outside world is over the high hill north-westward, from the summit of which is a superb view, to Sunapee Harbor and Sunapee post-office, or by boat on the lake from a landing in front of the hotel.

On the hillside near this landing are the charmingly located cottages of Col. G. H. Dana, of Newport, one of which he occupies himself. These, with others near by on the main shore and on the neighboring

islands, constitute a considerable summer settlement, the beauty and comforts of which must be seen and enjoyed to be appreciated.

A little farther south on the west shore, on a pretty bay, is the Wetherby farm, where there are some very good cottages sites. And the stone farm-house, furnished, with wood-pile and stable room, can be rented of Mr. George B. Wetherby, Sunapee, by month or season; who will also furnish farm supplies, all of the best. This place and its facilities can be commended.

SUNAPEE, OR SUNAPEE HARBOR.

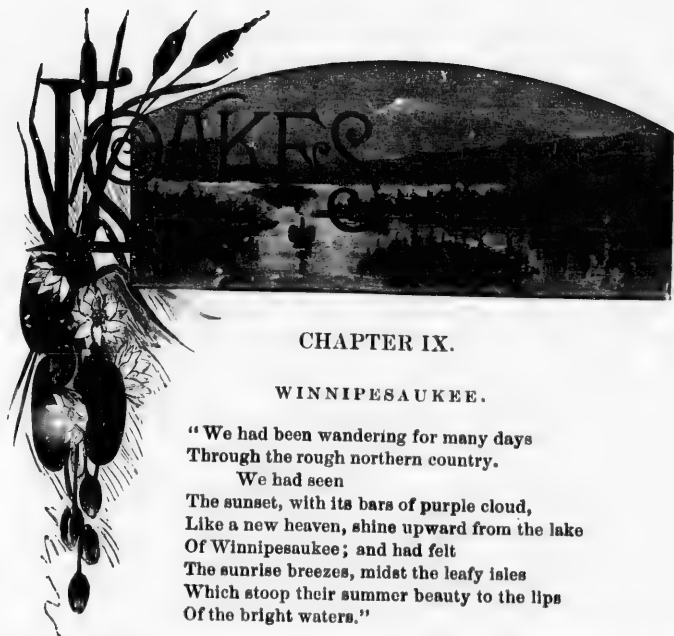
This village is the centre of the town, and has several mills, two churches and the Runals House. The latter is near the steamboat landing, overlooking "The Harbor," which is a long deep bay crooked like a horn. Out of this bay flows the outlet of the lake. A large white farm-house overlooking the village is the home of Hon. William Sturoc, who, besides being an excellent farmer, sustains the reputation of being a literary man, whose poems have been published in both this country and Scotland, the latter the land of his nativity.

NEWBURY SHORE.

Newbury is a very mountainous town, with a sparse population. There is a little village about the south-east end of Lake Sunapee, at the railroad station and steamboat wharf. West of here, along the narrow southern end of the lake, is a fine shore, with alternating points and coves with beaches. On one of these points Mr. Nathaniel White, late of Concord, N.H., intended to erect a large hotel, for which he prepared the foundation. When this house is built, it will be one of the most attractive places about the lake. Both west and north of Newbury station are some excellent cottage sites, and all about are wonderful berry pastures.

NEW LONDON.

This educational centre is situated on the uplands, and commands a very extensive view. The Colby Literary and Scientific Institution located here, is under the especial patronage of the Baptist denomination, and is in a flourishing condition. The beautiful scenery of the place, together with the refinement of much of the society, brings many summer visitors. The place is reached by stages from Potter Place station on the Northern Division of the Boston & Lowell Railroad, or Bradford station, on the Concord & Claremont Branch of that road; and in summer, from Newbury station on the latter branch railroad, and thence by the steamer "Lady Woodsum," on beautiful Lake Sunapee, which bounds the west side of the town. There are other fine sheets of water in the territory and numerous streams. There is a good hotel and several good boarding houses. The place is recommended to those who are glad to get away to a quiet inland and upland town.



CHAPTER IX.

WINNIPESAUKEE.

"We had been wandering for many days
Through the rough northern country.

We had seen

The sunset, with its bars of purple cloud,
Like a new heaven, shine upward from the lake
Of Winnepesaukee; and had felt
The sunrise breezes, midst the leafy isles
Which stoop their summer beauty to the lips
Of the bright waters."

There is no mistaking the Amesbury bard's opinion of this lake region; and no visitor to the mountain region should neglect to make a voyage across the lake from the Weirs. Little or much time may be taken for this; for there are delightful places of sojourn at Centre Harbor, Wolfboro', and on some of the islands. The excellent steamer, "Lady of the Lake," which constitutes part of the Boston & Lowell line, is commanded by Captain Wadleigh, a courteous gentleman, whom to know is to respect, whose minute knowledge of the lake, its islands, with their history, and all the mountain peaks, is freely given, and makes the sail one of the most delightful imaginable. The steamer's paddles, escaping steam and whistles awake many echoes among the hills, and reminds one of another of Whittier's conceits,—

"And the bear on Gasppee
Climbed the topmost crag to see
The strange thing drifting under;
And, through the haze of August,
Passaconaway and Paugus
Looked down in sleepy wonder."

By the present arrangements, the trip from Boston to Centre Harbor can be made in four and one-half hours, over the Boston & Lowell Railroad, in connection with the "Lady of the Lake." If the visitor has

already been impressed by the fine view from the shore, the steamer voyage will enhance his admiration tenfold. There is a constant succession of charming views, in which the beautiful waters, the gracefully rounded shores, the swelling hills upon the borders of the lake, the romantic islands, and the distant mountain peaks, combine in many entrancing pictures.

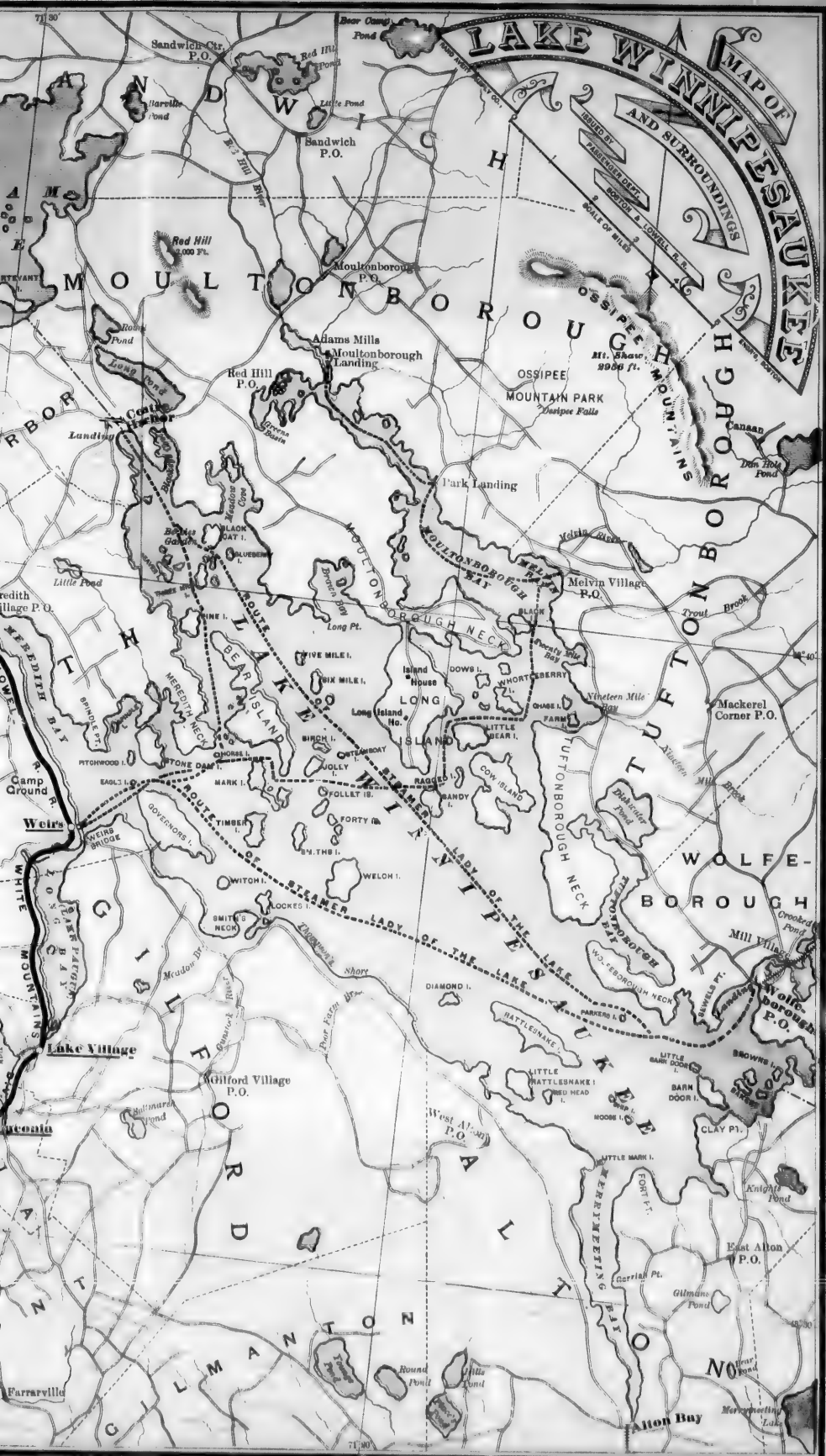
The lake has an area of upwards of 71 square miles, exclusive of its 274 islands. Its shores are very irregular, and their line around the lake has an extent of no less than 182 miles; its length is about twenty-five miles and it varies in width from one to ten miles, and is in the counties of Belknap and Carroll. It is very irregular in form and is 472 feet above the level of the sea. Several of its islands are large, and compose excellent farms of from 200 to 500 acres. There are no very large streams flowing into the lake, and it is supposed that a large part of the water supply comes from sub-aqueous springs. The largest streams which enter the lake are the Merry Meeting and Smith's rivers, at the southern extremity; the other tributaries being short brooks, or the outlets of adjacent ponds.

The derivation of the euphonious name is variously given, some claiming that Winnepesaukee means, in the Indian tongue, "The Beautiful Water in a High Place;" while others say its significance is, "The Smile of the Great Spirit." When one has viewed its beautiful expanse from one of the surrounding hills, either definition of the name will be accepted as eminently appropriate.

Every one who has read Starr King's "White Hills," is familiar with what Edward Everett has said of the beauty of Lake Winnepesaukee, beginning, "I have been something of a traveller in my own country." Besides these well-known, if not trite, words, Dr. C. T. Jackson has written: "But if our mountains cannot challenge comparison with the Swiss and Tyrolese Alps, if we have not the glaciers, with their wonderful variety and grandeur of form, we have lake and forest scenery, which for peculiar and bewitching beauty, may be pronounced unrivalled,—an immense sheet of pure and sparkling water enclosed in an amphitheatre of mountains, from whose summits the dark foliage of a northern forest sweeps in one unbroken mass down to the very edge of the water, whose surface is dotted with innumerable islands, crested with the towering pines, whose dark mass is repeated in a crystal mirror. And first among our lakes is Winnepesaukee. The hand of man has done nothing to add to its charm: it cannot boast either the marble villas of Como, or the terraced islands of Lake Maggiore, covered with tropical foliage. Were it not for the smoke which here and there curls up from among the pines, the eye would hardly trace the presence of man from many points of its shores and islands. From the shore the range of vision is soon stopped by the islands, which can hardly be separated from each other in the dim distance; but, from the summit of any one of the numerous mountains which surround the lake, the whole extent of its surface is spread out like a map, and

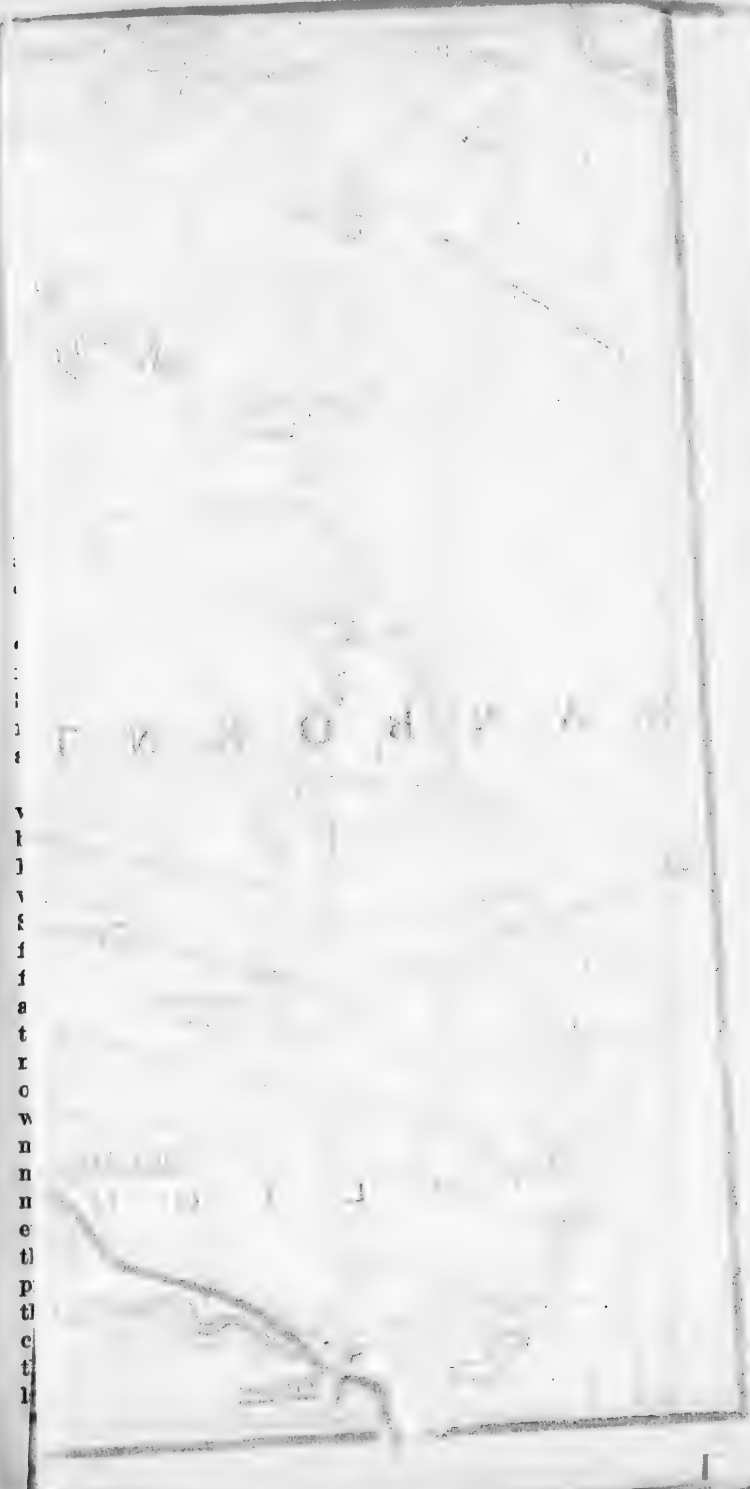






v
l
v
s
f
f
a
t
r
o
w
n
n
n
e
t
p
t
c
t
l

W A R B O R N



glitters in the sunlight like a sheet of crystal sprinkled with emeralds.

On one of the numerous islands there lived for years, solitary and alone, an aged spinster, familiarly known as Aunt Dolly. In this wild and romantic spot, almost entirely cut off from the rest of the world, she lived in hermit independence, taking care of her few sheep, and occasionally rowing her own skiff to the main land.

Centre Harbor, with two prominent hotels,—the Senter House and Moulton House,—and numerous boarding houses, has long been a favored summer resort. It is only ten miles distant from the Weirs by steamer. Red Hill, 2,043 feet high, is near the town. Its summit commands a magnificent view.

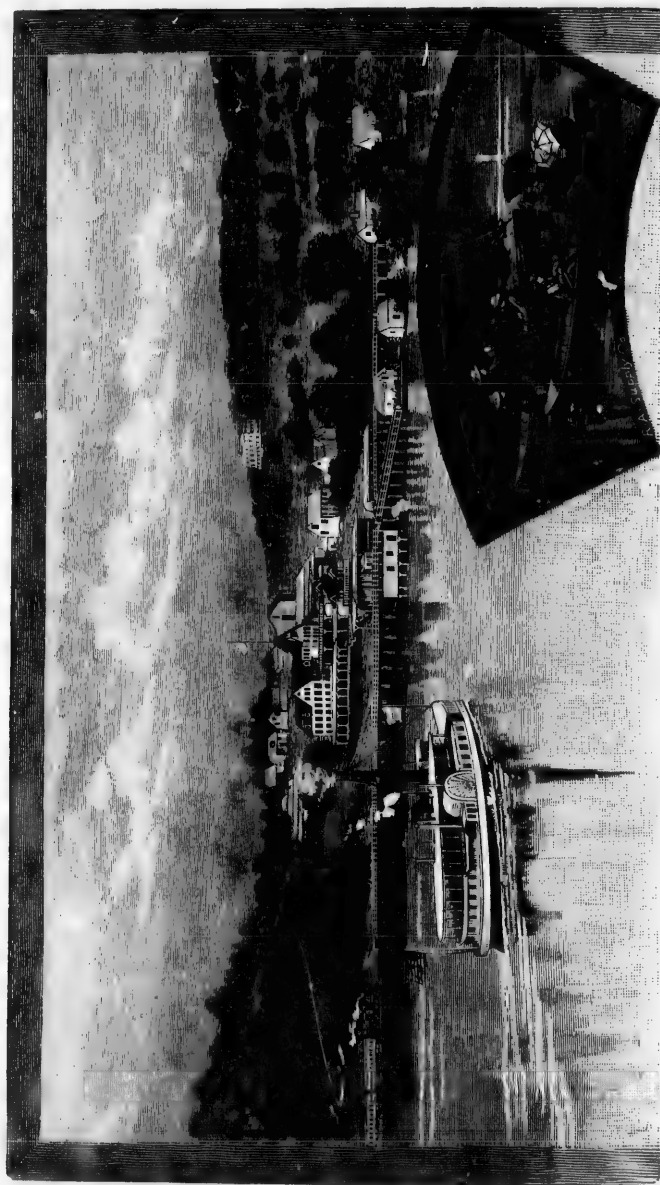
From Centre Harbor stages run to Moultonboro', Ossipee Mountain Park, Sandwich, Centre Sandwich, North Sandwich and South Tamworth.

Wolfboro', another famed summer resort, is upon the eastern shore, nearly opposite the Weirs. There are a number of commodious hotels,—of which the Pavilion Hotel and the Glendon House are the largest,—and more than a dozen boarding houses.

THE WEIRS.

Situated on the shore of Lake Winnepesaukee, with a grand outlook across its waters upon the high mountains beyond, is the station of the Weirs. In colonial times the Indians had fish-weirs here, in the shallows near the outlet of the lake, and caught shad. Once a year the Winnepesaukee tribe encamped about here, and passed weeks in feasting. The remnants of the old stone dams along which the nets were stretched remained long after the English came. Near by is the Endicott Rock, which was, in 1652, inscribed with Gov. John Endicott's name and the initials of Edward Johnson and Simon Willard, the two officers sent by Massachusetts to find the head of the Merrimack. This rock has been raised from its bed in the stream, at the point where it flows from the lake, and now most of it is above the surface of the water. The remains of the dam and the historic stone may be seen on the right, just before the train reaches the Weirs station. The Indians told the surveyors that the stream flowing from the lake was the true head of the Merrimack; but Passaconaway, in 1659, informed Major Waldron that the name was applicable either to that stream or to the Pemigewasset.

The Weirs of the present day is, in the summer-time, a place of very popular resort. A series of grove meetings—religious, temperance and military—attract thousands of visitors during the month of August; many coming from near points for a day only, while others encamp here, or sojourn in cottages or in the hotels, of which there are three, viz., the Hotel Weirs, the Lakeside House, and the Winnecoette House. As the traveller approaches the station from the south, the grove of the New Hampshire Veterans' Association is on the left, and just beyond is the Hotel Weirs. A large building used as a meet-



THE WEINS.

ing place and a dining hall by the Veterans is in the rear of the hotel, and the Winnecoette House still farther up the hill. Ten Grand Army departments have roomy and convenient cottages, five having been built the present season. A new and tasty building for head-quarter offices has also been built near the railroad station and steamboat landing. The latter has been extended one hundred feet over the water, the past season, and upon it a much-needed and well-appointed restaurant built, which the travelling public will find ready to supply all needs or reasonable wants; being built on an elevated platform, over the waters of the lake, it will be found a delightfully cool and pleasant place in which to obtain refreshment,—the waters, shores and islands, with the majestic surrounding mountains, being in full view. The grove where most of the religious gatherings are held is on the right, just beyond the station, and between the railroad and the lake. Additional land on the left of the railroad has also been purchased, and a new church thereon is proposed. A skating rink was built on the hill west of the station last year, which is conducted on strictly temperance principles, which is true of all the place. The steamboat wharf is near the station; and the steamer "Lady of the Lake," which plies between this point and the two famous resorts at the head of the lake, and on the eastern shore,—Centre Harbor and Wolfboro',—connects with all the day express trains.

In the view from The Weirs, the Ossipee Mountains, culminating in Mt. Shaw, are seen to special advantage. On their left is the sharp peak of Chocorua, and stretching away from them in the same direction are Paugus, Passaconaway, White Face, Tripyramid, and Sandwich Dome or Black Mountain, in the order here given. Nearer is Red Hill, just back of Centre Harbor. A little distance above The Weirs, Mt. Washington is for a moment visible.

The landscapes and water views from any spot about the Weirs are remarkably fine, but are especially so from Captain Wadleigh's home, on the hill to the right of the Weirs, or from the hotel piazzas; the sunset views are a special feature. This whole region is a favorite with the Quaker poet who has written—

"The shadows round the inland sea
Are deepening into night;
Slow up the slopes of Ossipee
They chase the lessening light.
Tired of the long day's blinding heat,
I rest my languid eye,
Lake of the Hills! where cool and sweet
Thy sunset waters lie!

Along the sky, in wavy lines,
O'er isle and reach and bay,
Green-belted with eternal pines,
The mountains stretch away.
Below, the maple masses sleep
Where shore with water blends,
While midway on the tranquil deep
The evening light descends.

So seemed it when yon hill's red crown
Of old, the Indian trod,
And, through the sunset air looked down,
Upon the Smile of God."

The "red crown" refers to Red Hill, north of the lake, not far from Centre Harbor, which is 2,043 feet high, and commands a magnificent view. The "Smile of God" refers to the supposed meaning of Winnepesaukee, referred to in a preceding paragraph.

OSSIPEE MOUNTAIN PARK.

"The topmost crag" of Ossipee formerly went by the homely, if expressive, name of "Black Snout."* At a March meeting, in 1882, the citizens of Moultonboro' changed it to "Mount Shaw," in honor of Mr. B. F. Shaw, of Lowell, who has a large estate in a remarkably beautiful glen, nearly a third of the way up its grand side, known as Ossipee Mountain Park. It contains 5,000 acres, in which there is every desirable beauty of crag, forest and cascaded stream.

Yielding to pressing importunities, the owner has consented to share its beauties with others, and has opened it to the public.

"The Hall" is situated in the midst of a lawn of seven acres, on the edge of a plateau 800 feet above the waters of Winnepesaukee.

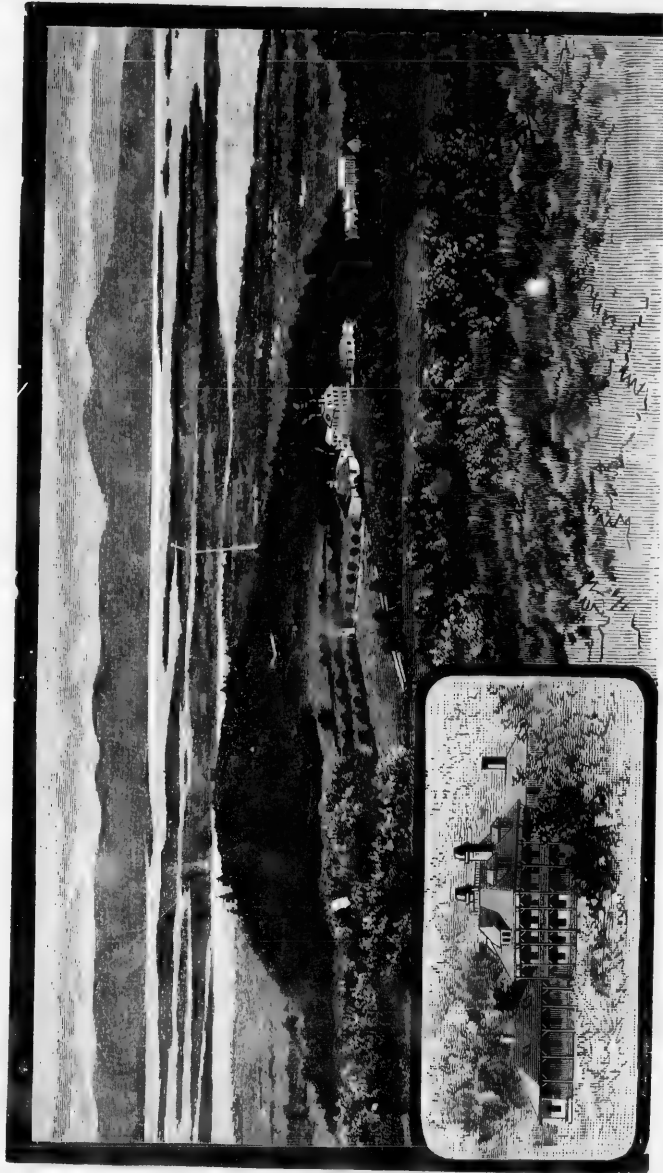
There is a brook through the premises which reminds one of Longfellow's description of another, not far off:—

"At first, resembling
A little child, that all alone
Comes venturing down the stairs of stone,
Irresolute and trembling.
Later * * * * *
Out of the forest dark and dread,
Across the open fields it fled
Like one pursued and haunted."

The stream, known as the Weelohka, has a descent of 250 feet in its mile through the park, and a remarkably beautiful cascade with a fall of 49 feet. The "ramble" along this brook and over its rustic bridges, which cross and recross it, is the delight of visitors. There are five miles of woodland paths, and from the vistas cut at various points, and from a crag 126 feet higher than "The Hall," known as "Crow's Nest," most wonderful sunset views may be had; Moosilauke on the west, and Kearsarge and Monadnock at the south-west, being included in the vast landscape. The poet Whittier is one of those most enamored with this place, and from here might have written his well-known lines:—

"First a lake
Tinted with sunset; next the wavy lines
Of far receding hills; and yet more far,
Monadnock lifting from his night of pines
His rosy forehead to the evening sun."

* A substantial lookout has been erected on this summit, forty-four feet in height. The platform is 3,000 feet above sea level. A good and easy path leads up from the Hall. The view is pronounced the grandest of lake and mountain scenery in all New England.



OSEIPEE MOUNTAIN PARK.

om
ent
in-

ex-
the
Mr.
uti-
pee
sir-

are

the

ng-

its
fail
ges,
five
and
st,"
and
ast
with

ght.
fall.
and.

This uncommon resort is in the town of Moultonboro', N.H., and is reached from Weirs Station by the steamer "Lady of the Lake" to Centre Harbor, where a stage awaits her noon-trip arrival. The stage passes through the villages of Moultonboro' Mills and Corner t., the "Park." This stage drive is notable for the excellent views it supplies of the finest of all the mountain ranges, Sandwich Dome, Tripyramid, Passaconaway, Chocorua and Whiteface coming successively into sight. At one place the road winds around the face of the acclivity 300 feet above the highway at its base, supplying a wonderful view of the lake.

The Hall is home-like, with all sanitary appointments. The table is supplied from the farm and dairy. As a retreat for rest without monotony, this highland glen is commended. Sulphur and chalybeate springs are here found. Communications addressed to B. F. Shaw, Lowell, Mass., receive earliest attention. Application should be made in advance of arrival, as there is no village to accommodate "overflow."

SQUAM LAKES AND ASQUAM HOUSE.

Lying west and north-west of Winnepesaukee are the Squam lakes, of which there are three. They may be reached via steamer "Lady of the Lake" from The Weirs to Centre Harbor, and thence by carriage over a delightful road some seven miles. But the most direct route is by rail to Ashland, and thence by stage or mountain wagon to Shepherd Hill, which rises eight hundred feet in the centre of the land dividing the three lakes. On this immense round hill of rock, partly covered with soil, is situated the popular Asquam House. This hill has long enjoyed an enviable reputation for the grandeur and beauty of the view as seen from its summit. It is here that Whittier's poem, "The Hill-Top," has its location; and in it he wrote:—

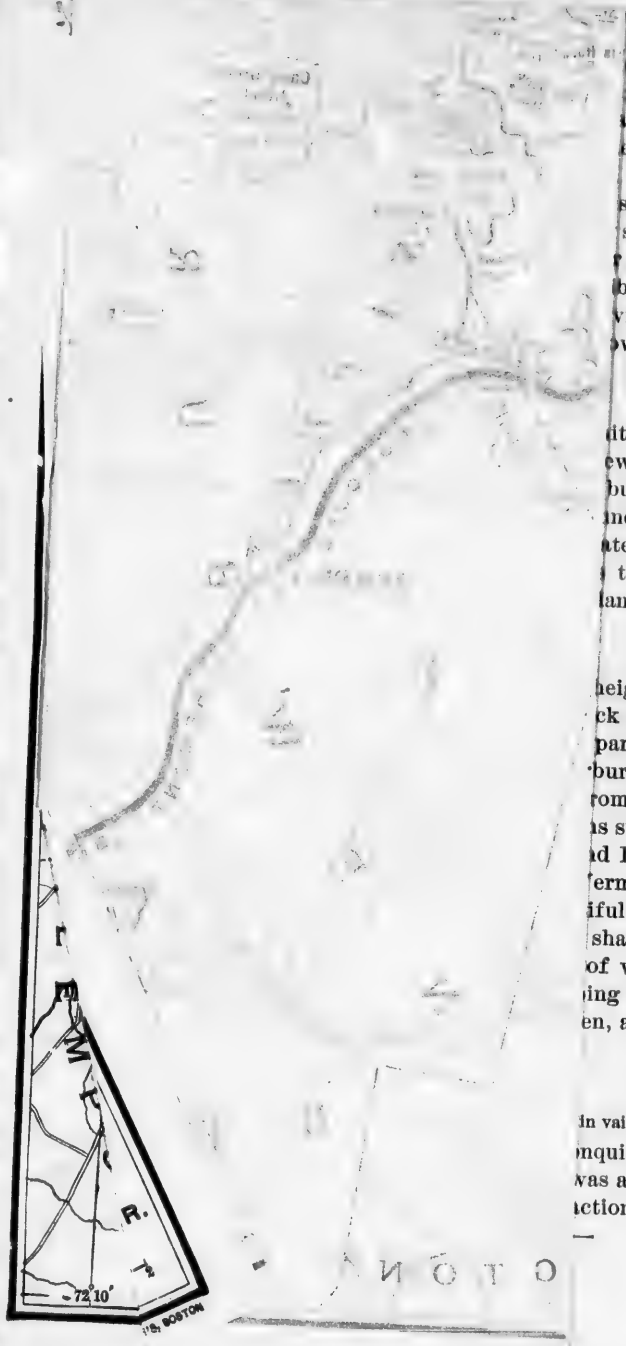
"I felt the cool breath of the North;
Between me and the sun,
O'er deep, still lake, and ridgy earth
I saw the cloud-shadows run.
Before me stretched for glistening miles,
Lay mountain-girdled Squam;
Like green-winged birds, the leafy isles
Upon its bosom swarm.

'A good look off,' the driver said;
* * * * *
A lady, who, from Thornton Hill,
Had held her place outside
* * * * *
Besought me with so sweet a smile,
That—although I hate delays—
I could not choose but rest awhile.'"

And there are few people "with soul so dead" that they would not involuntarily stop when

"The top-stone, bare and brown,"

of this grand hill is reached. The "bare and brown" ledge is exposed in many places, but otherwise covered with thin grass; the top surface

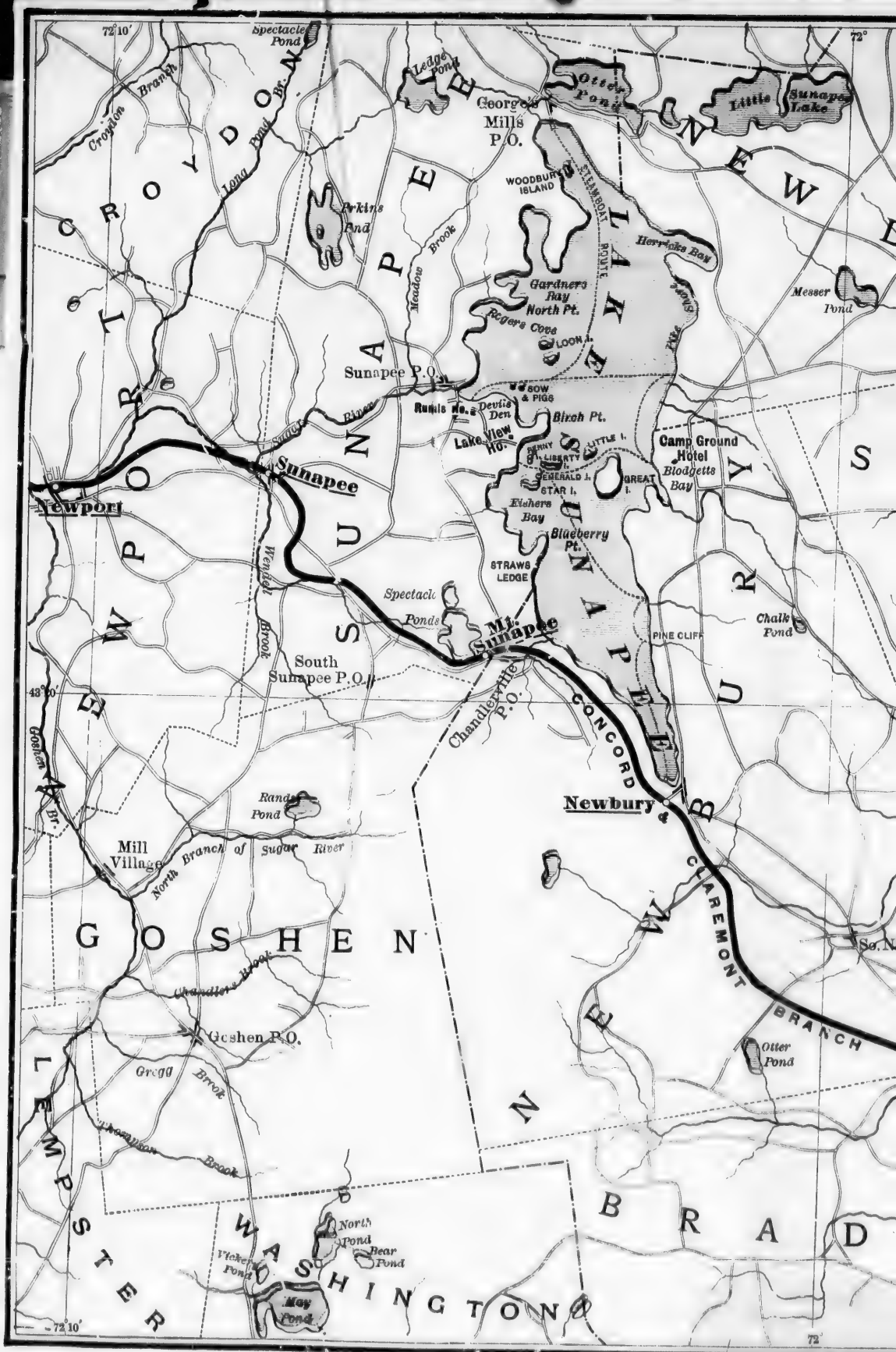


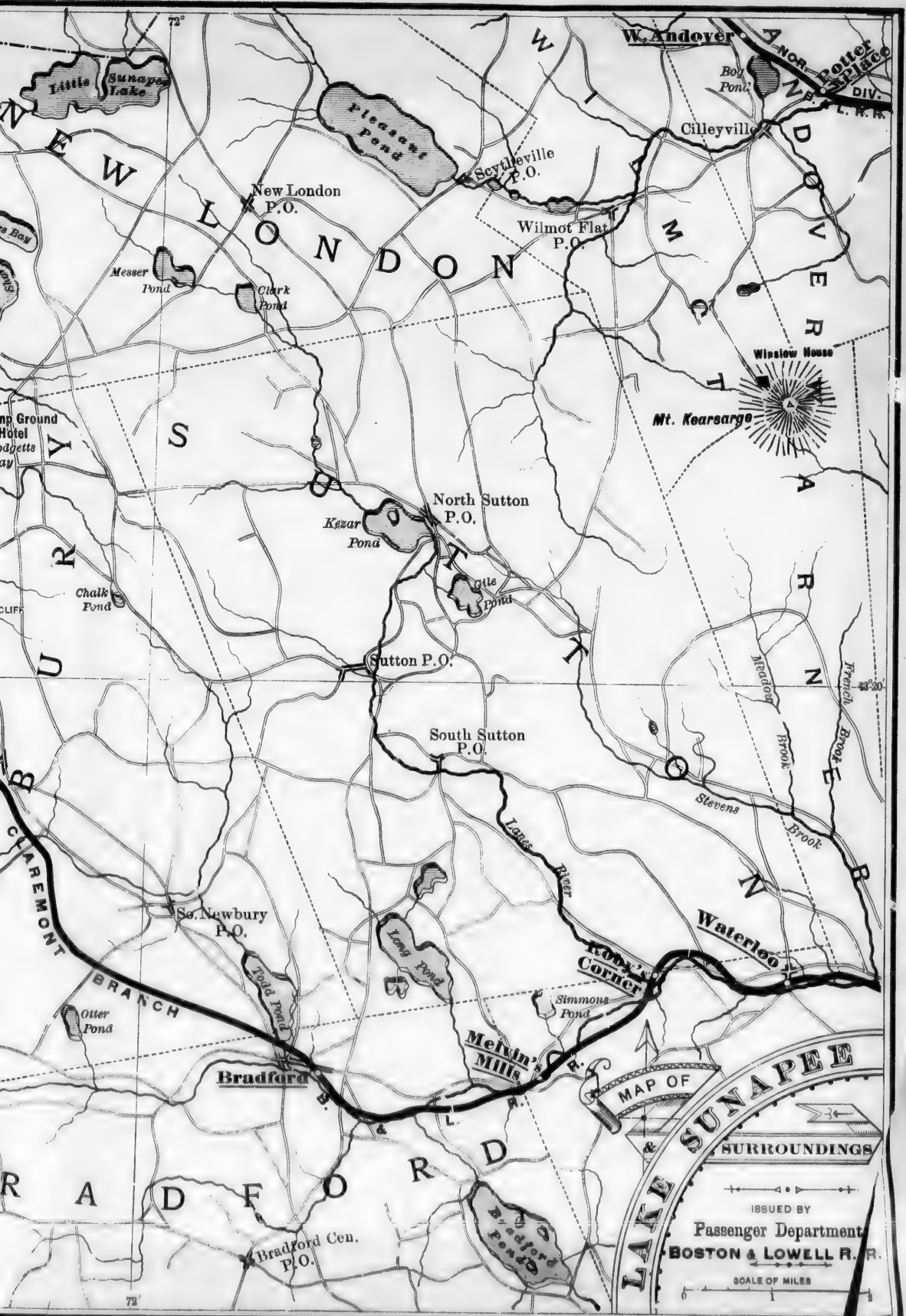
out just below the
thus leaving the
ded man with his
e, as he stands on
upon, for fear of
say that it is the
summer he comes
the trees, from a
"erty" secures his
vista, made by the
ow; several of the

ite horn filling the
ew. The Rev. Mr.
build a cottage on
nce, of the U. S.
ated on the eastern
tower, the whole
lance.

height of land that
ck rivers, and bor-
part of Merrimack
bury, New London
rom one-half to one
is surround it on all
ad Kearsarge being
ermont, is in sight
iful, wooded islands
shape of the lake
of water supplying
ing places. Tradi-
en, and that here

in vain."
nquin words *Suna*
was a favorite resort
action to the Indian,





This uncommon resort is reached from Weirs Station Centre Harbor, where a stage passes through the villages "Park." This stage drive is one of the finest of all the mountains Passaconaway, Chocorua and White. At one place the road winds above the highway at its base,

The Hall is home-like, with supplied from the farm and notony, this highland glen is springs are here found. Concord, Lowell, Mass., receive earliest in advance of arrival, as they flow."

SQUAM LAKE

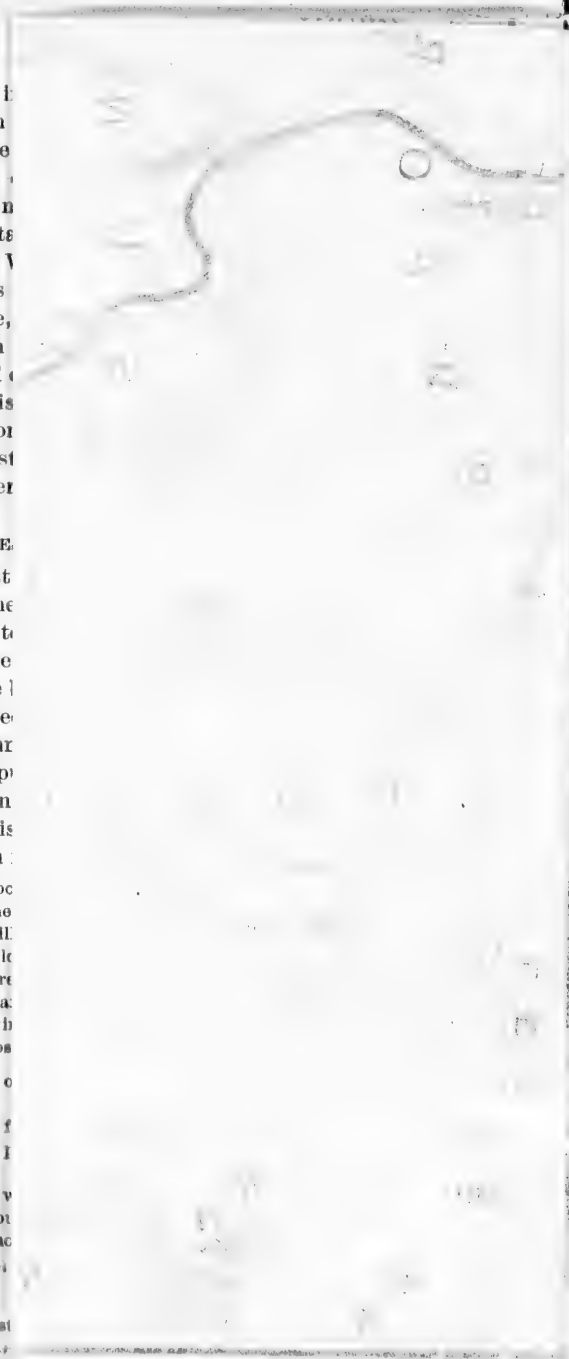
Lying west and north-west of which there are three. The "the Lake" from The Weirs to over a delightful road some seen by rail to Ashland, and thence to Hill, which rises eight hundred feet the three lakes. On this island with soil, is situated the population enjoyed an enviable reputation as seen from its summit. It is "Top," has its location; and in

"I felt the cool
Between me
O'er deep, still
I saw the clouds
Before me stretch
Lay mountains
Like green-white
Upon its bosom

"A good look on
* * *
A lady, who, fond
Had held her place
* * *
Besought me vainly
That—although
I could not choose

And there are few people who involuntarily stop when

"The top of this grand hill is reached. In many places, but otherwise



several
summer
round
encircling
this
being
favorable
to rest
rustic
partially
pines
island

as he
vista
Nicholas
these
Navy
slope
basin

The
divisions
ders
count
and
and a
sides
among
over
add
gives
the m
tion

The
and a
of the
and t

THE TOP OF THE HILL, THE TOP SURFACE

several acres in extent, has only an occasional tree; but just below the summit, round the sides, are bushes and forest trees; thus leaving the round crown of the great hill as that of a bald-headed man with his encircling locks below! The scene spread before one, as he stands on this elevation, is such that it will not do to dwell upon, for fear of being accused of exaggeration. It is sufficient to say that it is the favorite view of our beloved Quaker poet; and every summer he comes to review it. On the north side of the hill, under the trees, from a rustic bench on a broken ledge, "the Bard of Liberty" secures his particular delight. It is a view through a narrow vista, made by the pines, birches and poplars, out upon the lake far below; several of the islands are seen, and away beyond the lake,

"There towered Chocorua's peak,"

as he originally saw it; its green base and high white horn filling the vista, as through the latter was a frame for the view. The Rev. Mr. Nichols, of Christ Church, Hartford, Conn., is to build a cottage on these "Whittier's Rocks" this season; Captain Bunce, of the U. S. Navy, has one near by, and a few others are located on the eastern slope of the hill. From the hotel veranda, or its tower, the whole basin and surrounding mountains can be seen at a glance.

SUNAPEE LAKE.

This beautiful sheet of water is in a basin at the height of land that divides the waters of the Connecticut and Merrimack rivers, and borders the eastern part of Sullivan and the western part of Merrimack counties, and is surrounded by the towns of Newbury, New London and Sunapee. It is about ten miles in length, and from one-half to one and a half miles in width. High hills and mountains surround it on all sides,—Sunapee, Croydon and Grantham, and grand Kearsarge being among its mountain sentinels, while Ascutey, in Vermont, is in sight over the lower western elevations. Numerous beautiful, wooded islands add charm to the surface, while the irregular shape of the lake gives many projections of land and indentations of water supplying the most favorable locations for cottages and camping places. Tradition says that this was a favorite lake of the red men, and that here

"Strode, wild and free, the daring Algonquin;
And where, perchance, the stately Mohecom
Inspired his braves, with that poetic strain
Which cheer'd the Wampagoage, but cheer'd in vain."

The name Sunapee is derived from the Algonquin words *Suna* and *apee*, meaning goose-water, showing that this was a favorite resort of the wild geese, which gave it an additional attraction to the Indian, and this fact will remind many of Whittier's lines—

"Still let thy woodlands hide the hare,
The shy loon sound his trumpet-note;
Wing-weary from his fields of air,
The wild-geese on thee float."



SUNAPEE LAKE AND LAKE VIEW HOUSE.

The west shore is generally bold, while on the east shore there are several beaches of fine, white sand. At various points around the lake, and on some of the islands, settlements of summer cottages have sprung up, including Pine Cliff, Camp Comfort, Blodgett's Landing, Great and Liberty islands, and the shore near the Lake View House. This latter is situated on a prominent spot overlooking the lake in its whole expanse, and giving a fine view of the surrounding mountains, and of the town of New London, on the east side.

Additions and improvements the past season will increase the comforts and conveniences of this well-known and well-appreciated house; the points of attraction being its elevation, wide views of lake and mountains, pure water and air, excellent table, pure milk from the fine herd of cows, and produce from the surrounding farm, with comfortable nights, convenient access to the steamer dock, and regular connection with the trains at Newbury station, and telephone connection with Newport, the shire town of Sullivan County.

At Sunapee Harbor is the outlet of the lake by Sugar River, on which are many manufactories. Near by is the excellent Runals House, the postoffice of Sunapee, and churches. This is also the home of the companionable and versatile Scotchman, William C. Sturoc, Esq., thoroughly acquainted with the history of all the region, whose lines we have already quoted, and whose nativity will account for his use of the word "Ben" for mountains, and reference to Scotland's fair Katrine, in the following lines, published in the volume of New Hampshire Poets:—

"Sweet Granite 'Katrine' of this mountain land!
Oh jewel set amid a scene so fair!
Kearsarge, Ascotney, rise on either hand,
While Gran'ham watches with a lover's care,
And our dark "Ben" to Croydon sends in glee,
A greeting o'er thy silvery breast, Lake Sunapee."

The dark "Ben" is Mount Sunapee, on the south. The waters of the lake are peculiarly clear and free from all organic matter, and well stocked with black bass, land-locked salmon, pickerel, perch and other fish. There is a staunch steamer, called the "Lady Woodsum," which plies regularly, morning and night, connecting with the trains, and can be chartered at reasonable rates for excursions during the day; another, and larger boat, named Edmund Burke, has recently been put on these waters, to accommodate the increasing excursion business.

When the Middlesex Canal, between Boston and Lowell, was projected, in 1793, the Hon. James Sullivan, Judge of the Massachusetts Supreme Court, and afterwards Governor, conceived that, *via* the Middlesex Canal, the Merrimack and Contoocook rivers, a canal connecting with Lake Sunapee, then its outlet, Sugar River, to the Connecticut at Claremont, and thence by streams, in northern Vermont, water communication might be had with the St. Lawrence and the great lakes; but when the exploring engineers found that Sunapee Lake was more than 820 feet higher than the mouth of Sugar River at

its junction with the Connecticut, and the same at the outlet of the Contoocook into the Merrimack, the project was abandoned.

Liberty Island, in the middle of the lake, connected by small islands and bridges with the main land near the Lake View House, is nearly 1,880 feet long; Great Island contains about 75 acres, and its north end is a high ledge; Gardner's Island, between the two former, containing an acre, is the prettiest of all, and the best site for a nice cottage.

MASCOMA LAKE.

This lake, lying partly in Lebanon and partly in Enfield, is about five miles in length, and averages about a third of a mile in breadth. The scenery, as viewed from the lake, is very beautiful—lying as it does in the midst of high hills—with a varied landscape of forests, cultivated lands and distant mountain peaks.

* * * O'er no sweeter lake
Shall morning break or noon-cloud sail,—
No fairer face than thine shall take
The sunset's golden veil."

On the southerly side of the lake are the buildings and rich lands of the Enfield Shakers. Within a few years the shore of the lake has become the resort of summer camps; some families occupying rustic cottages and others tents. Still more cottages and a boarding house are now projected. A small steamer sails upon the lake in the summer months, connecting with the trains at East Lebanon and Enfield, and taking parties to the various cottages and camps. The waters are stocked with black bass and pickerel, inviting the skill of the fisherman, and often handsomely rewarding him. From the surrounding hills fine views may be had of the Green Mountains, and, from some points, of the White Mountains, while Mount Cardigan, 3,156 feet high, is only about fourteen miles away.

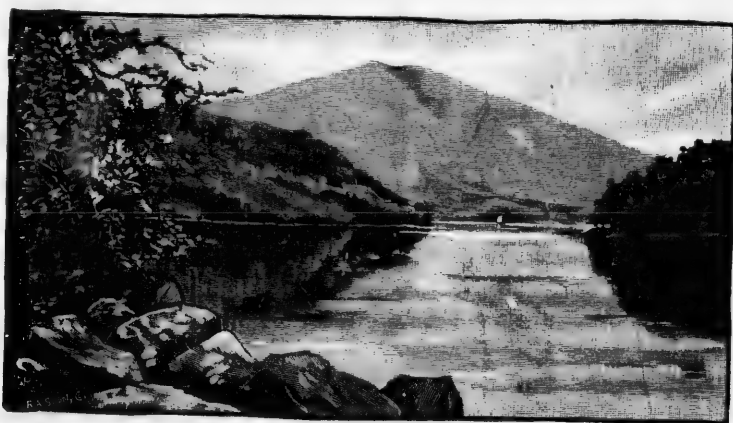
The name Mascoma is derived from two Indian words: *namos*, fish, and *com*, water or pond. The first syllable *na* has been dropped and *a* added for euphony: thus Mascoma; the emphasis being on the first syllable. The Manchester name of Amoskeag is essentially the same word; *Na-mos-keag*, meaning fish place; and the Canadian river, *Yamaski*, is of the same derivation.

There is geologic evidence that formerly the lake was much larger, and some convulsion of nature rent the outlet at East Lebanon, which is very narrow; more recently, by the hand of man, a dam across the gorge outlet has partly restored the old level of water. It lies in two basins, and a causeway with drawbridge divides the two parts. Great quantities of white lilies are seen in the border of the lake, along which the main line of the Northern Division is located.

NEWFOUND LAKE.

This mountain lake, seven miles long and three miles wide, lies in the towns of Bristol, Bridgewater and Hebron, and is reached by the

Bristol branch of the Northern Division of the Boston & Lowell Railroad from Franklin, N. H. Up to the present time it has been little known to the outside world, but is sure to be a favorite resort when the public come to appreciate its advantages. It is now resorted to by many camping parties. The distance from Bristol to the principal camping place is between four and five miles, over a good road, ascending most of the way. The population about the lake is sparse, but kindly disposed toward responsible and respectable campers. The farmers readily supply teams for transportation. The principal fish are chub, perch, pickerel, black bass, lake trout and land-locked salmon.



NEWFOUND LAKE.

The lake is surrounded by very high hills, and there are three mountains at the northerly end. There are quite a number of islands, mostly covered with wood, supplying camping retreats; Little Belle Island being a favorite place. There is a good supply of both sail and row boats. The shores have all the characteristics of the mountain lake, being bold and precipitous in some places, and at others low and sandy. Off Sugar Loaf Mountain, 180 feet of line is required for fishing, so deep is the water. A very good house, called the Lake View Hotel, is located near the waters, in Bridgewater. Many of the farmers about the lake take boarders, and many pleasant places may be found for a long or short stay. At many points there are pastures where great quantities of berries may be gathered. Those who have camped and boarded here speak in high terms of praise of the locality. It has the charm of great quietness and hill-country scenery.

"Long be it ere the tide of trade
Shall break with harsh-resounding din
The quiet of thy banks of shade
And hills that fold thee in."

LAKE MEMPHREMAGOG.

Newport, Vt., which may be reached in a short ride from the mountains, or by the Montreal & Boston Air Line express trains, is upon the northern verge of Vermont, and at the head of the beautiful Lake Memphremagog. The Memphremagog House is a large and finely appointed hotel, which attracts crowds of fashionable visitors in the summer season, and is under the management of Mr. W. F. Bowman, which is a guarantee of its excellence. The railway station, steamboat landing and hotel are contiguous; and the hotel piazzas command a magnificent view of the lake and the neighboring mountains. A prominent object seen on the west shore of the lake, about a dozen miles distant, is Owl's Head. This mountain, on account of its isolated position, becomes a picturesque feature in the landscape, while its summit commands a magnificent view of the lake and the surrounding country. There are many fine rambles and drives in and about Newport; and excursions upon the lake by steamer, sail-boat and row-boat, form another source of pleasure. Newport is upon the direct Montreal & Boston Air Line, the South Eastern Railway forming here a junction with the Passumpsic Railroad. This latter road also has a line running north to Sherbrooke, and, in connection with the Grand Trunk Railway, to Quebec.

THE CONNECTICUT LAKES.

The Connecticut Lakes, the head waters of the Connecticut River, like the Rangely Lakes, furnish rare sport for the angler; and the surrounding forests abound in game, including deer and lordly moose. A pleasant carriage ride of twenty-five miles from Colebrook, along the valley of the Upper Connecticut, and through West Stewartstown, Canaan (Vt.), and Pittsburgh, will bring one to the lower and largest of the three lakes. There is a cosy hotel here, the Connecticut Lake House. The lower lake covers about three square miles, and has an elevation of 1,618 feet; the second lake has an elevation of 1,852 feet; and the third lake, of 2,058 feet.

A trip of about twelve miles east from the first Connecticut Lake, over an old logging road and bridle path, leads to Parmachenee Lake.

In and About the White Mountains Region.

CHAPTER X.

PLYMOUTH AND THE PEMIGEWASSET HOUSE.

In the mind of the traveller these two names are synonymous. When the town is mentioned, visions of a neat, capacious, finely appointed, and splendidly kept hotel arise; and, if the hotel is referred to, a beautiful town surrounded by hills, watered by the winding Pemigewasset River, and with pleasant and inviting country roads stretching out over hill and through dale, comes into being. The Court House, the Normal School building, and several churches, are the most prominent edifices besides the hotel. The old Court House, now a library building, in rear of the present Court House, is the one in which Daniel Webster made his first plea. It was removed from the south part of the village. The Pemigewasset intervals, at Plymouth, are broad and very picturesque, and scattered over them are many beautiful elm trees. Mount Prospect, formerly known as North Hill, is in the neighboring town of Holderness, between four and five miles from Plymouth. The view from the top is very grand, embracing as it does the neighboring lakes and great numbers of mountain peaks. Livermore Falls, between two and three miles above Plymouth, are in a rocky defile of the Pemigewasset River. They will well repay a visit, as will also the New Hampshire and Massachusetts State fish-hatching establishment near by.

The Pemigewasset House has long been one of the most popular of the mountain hotels, by reason of both its pleasant situation and its high standard. The building has a frontage of 220 feet, is four stories in height, and its rooms are especially spacious, airy and comfortable. The halls are commodious; and the dining room, from necessity, is a large apartment. Every railway traveller, as well as the summer visitor who tarries long within its walls, feels a personal interest in this popular hotel, for the reason that it is the chief dining station on the route going either north or south.

THE PEMIGEWASSET VALLEY AND FRANCONIA NOTCH.

The opening of the Pemigewasset Valley Branch, in 1883, marked a new era in White Mountain travel. Hitherto the traveller, upon his arrival at Plymouth, had the choice presented him, if he intended going to the Profile House, of pursuing his farther journey by stage (a distance of thirty miles), or of continuing by rail *via* Bethlehem Junction, and thus entering that famous retreat from the north. The only means of reaching any of the numerous hotels and boarding houses



"OLD MAN OF THE MOUNTAINS."

along the beautiful valley were furnished by stage. These limited facilities prevented many persons from taking one of the most delightful journeys afforded in the whole round of mountain travel. The Pemigewasset Valley has always been a favorite haunt of artists and the lovers of Nature. The approach to the high mountains of the Franconia Range furnishes a constant succession of beautiful landscapes. In many places the valley broadens into pleasant intervalles, where the river winds amid luxuriant meadows, while the dark hills rise on either side. In the blue distance, up the long vista, are seen the bold outlines of Mounts Lafayette, Lincoln, Liberty, Flume, Pemigewasset, Cannon, and Kinsman. A turn in the road brings before one a new and charming picture, the mountain forms about the Franconia Notch becoming more and more distinct. There are several little villages, and numerous farm houses, scattered through the valley; and, as might be expected, the most attractive and commanding situations have been chosen for hotels and boarding houses. At Campton a view opens to the right, up the Mad River Valley, which so fascinated Longfellow, and the wildness of whose stream inspired him to write—

“Why dost thou so wildly rush and roar,
Mad River, O, Mad River?
Wilt thou not pause and cease to pour
Thy hurrying, headlong waters o’er
This rocky shelf forever?”

‘I heard the distant ocean call,
Imploring and entreating;
Drawn onward, o’er this rocky wall
I plunged, and the loud waterfall
Made answer to the greeting.

And now, beset with many ills,
A toilsome life I follow;
Compelled to carry from the hills
These logs to the impatient mills
Below there, in the hollow.

* * * * *

Men call me mad, and well they may,
When, full of rage and trouble,
I burst my banks of sand and clay,
And sweep their wooden bridge away,
Like withered reeds or stubble.”

The débris along the Mad River and Pemigewasset valleys, with the wash of sand and stones over many a meadow, plainly shows what torrents sometimes pour down these streams when spring thaws or summer rains overflow them. At North Woodstock the east branch of the Pemigewasset enters, coming from a pass through the mountains which leads direct to Fabyan’s, and along which it is proposed to some day extend the railroad now terminating at this point, which would much shorten the distance to the heart of the mountains. There is a foot-path through this valley at present, and good trout streams abound.



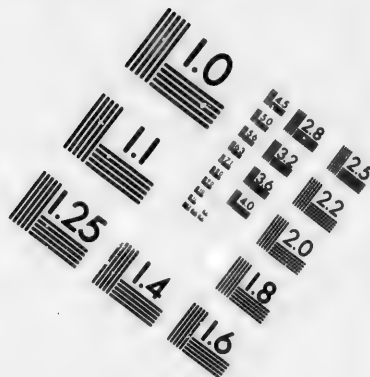
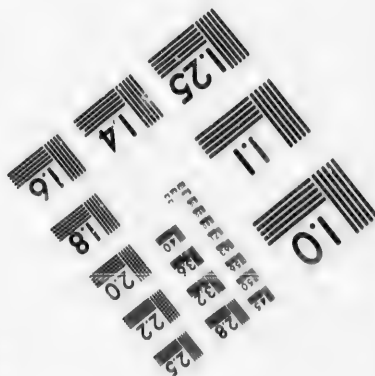
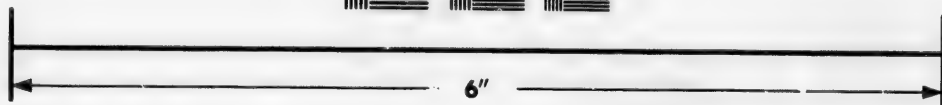
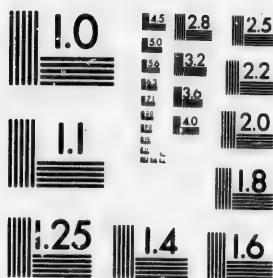


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**

1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0 4.5 5.0 5.6 6.3 7.1 8.0 9.0 10.0 11.2 12.5 14.0 16.0 18.0 20.0 22.5 25.0 28.0 32.0 36.0 40.0 45.0 50.0 56.0 63.0 71.0 80.0 90.0 100.0

10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

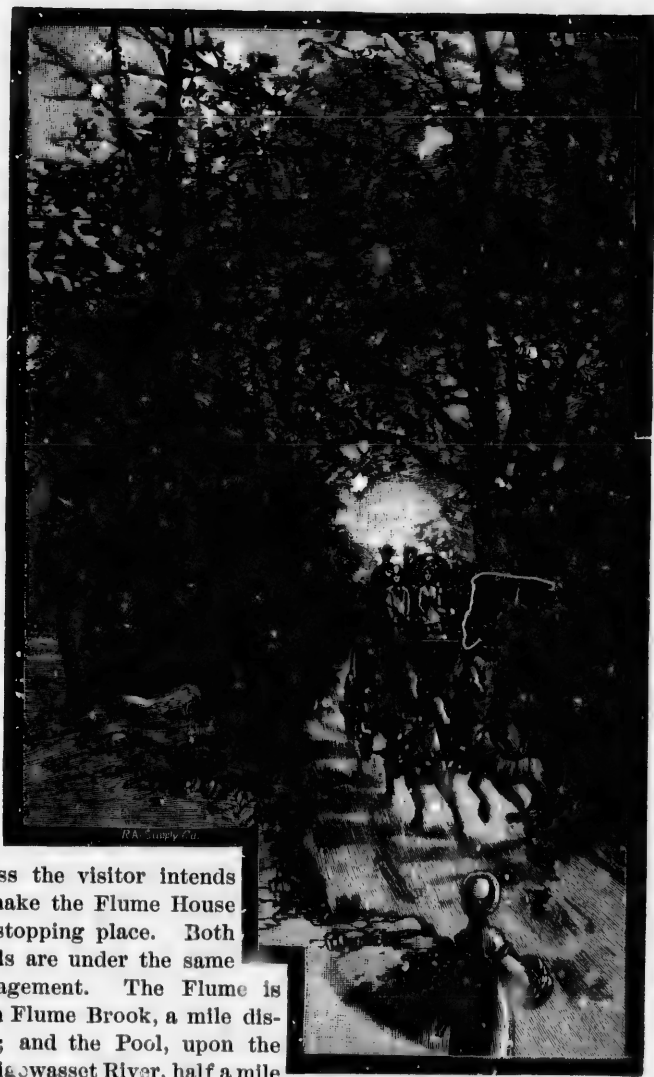
From being a place of no special importance, before the opening of the railroad, North Woodstock has come into great favor with summer sojourners. Having easy rail connection to the South, and being within ten miles of the Profile, with all the Franconia Notch attractions between, with a fine, wide valley, numerous side valleys, a multitude of trout brooks, as yet but little fished, and with mountain views on all sides, its houses were crowded last season. Increased accommodations will await the larger number of visitors sure to come this year. While the east branch valley leads to Fabyan's, from the west flows the Moosilauke Brook, on which is the Agassiz Basin which has some remarkable rock scenery. Through this valley a path only eight miles long leads to Moosilauke Mountain. There is a point on this path where nearly all the Presidential Range and many other grand mountains can be seen.

From North Woodstock to the Profile House a gap of between ten and eleven miles remains to be traversed by stage. The railroad ride presents a magnificent series of views throughout its whole extent, and renders a journey expeditious that was formerly, from necessity, slow; but there are few travellers who will regret the fact that the stage-coach has been left to perform a part of the trip, and a part where the visitor would the more willingly linger. The stage outfit is of the best description, and the ride from the terminus of the railroad up through the Franconia Notch is delightful.

The valley towns passed through on the railroad journey, after leaving Plymouth, are Campton, Thornton and Woodstock. Each of these places presents rare attractions for the summer sojourner; and Campton, more especially, is liberally provided with boarding houses. The upper part of the valley is mainly a wilderness, with but few houses until the Flume and Profile Houses are reached.

THE STAGE RIDE.

Gaining a seat in or upon one of the fine stage-coaches which ply between North Woodstock and the Profile House, the traveller drinks in the pure mountain air, and feasts his eyes upon new visions of beauty. Soon after leaving North Woodstock, the road crosses Harvard Brook, upon which the Georgiana Falls are situated, between one and two miles distant. The valley has now narrowed; and the dark mountain ridges crowd upon either side, with here and there a little interval of field and meadow, or forest tract. Little Coolidge, Big Coolidge, and the Potash Mountains rise upon the right; Pemigewasset Mountain on the left; while in front are the bold forms of Mounts Flume, Liberty, Lincoln and Lafayette. Only one or two houses are seen, until the Flume House, about half way on the road to the Profile House, is reached. This is a large and pleasant hotel, which has recently been much enlarged. It is in proximity to those great natural wonders, the Flume and the Pool, which, however, can best be visited, when time can be given, in a special excursion from the Profile House.



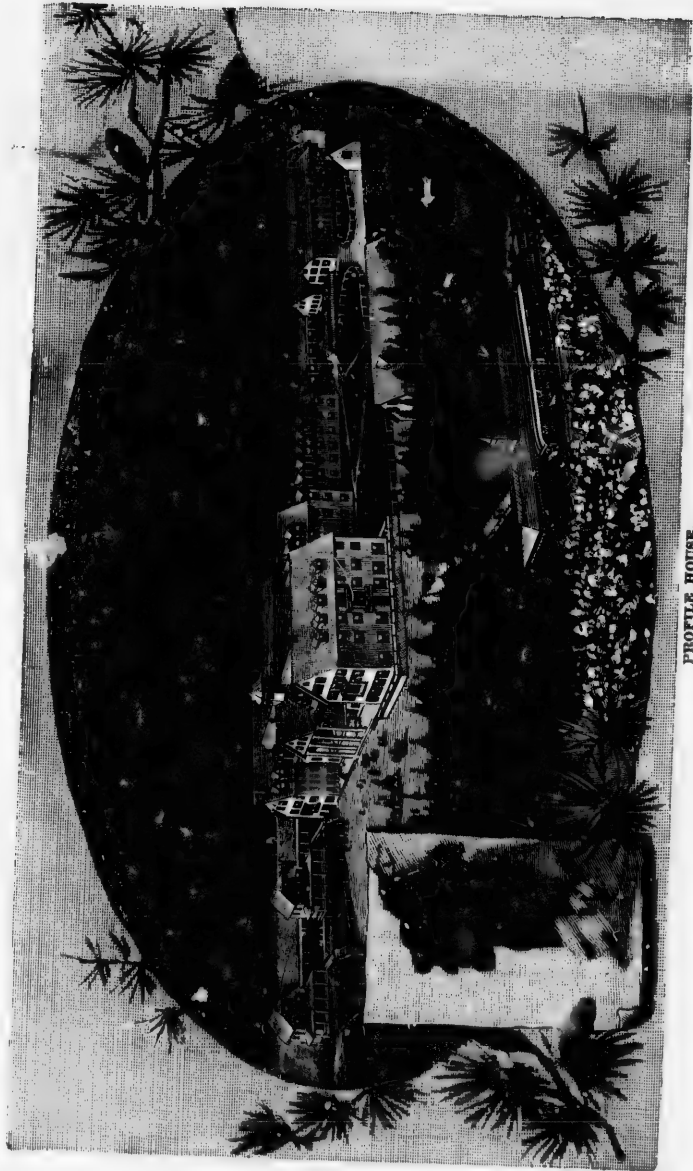
unless the visitor intends to make the Flume House his stopping place. Both hotels are under the same management. The Flume is upon Flume Brook, a mile distant; and the Pool, upon the Pemigewasset River, half a mile distant by a pleasant pathway through the forest. Pemigewasset Mountain, a high spur of Mount Kinsman, rises in rear of the Flume House. The view from the summit towards the superior peaks on the opposite side of the valley, and of the valley southward, is very fine. The peaks on the east side of the valley form the profile called "Washington lying in State;" Mount Liberty serving as the face, with its highest ridge as the nose. From the Flume House to the little plateau on which the Profile House is situated, there is an

ascent of 543 feet; and the road winds through the forest, with frequent glimpses of the high beetling cliffs on either side. The pass is in places very narrow. The Pemigewasset River, here a tumbling, rapid stream, is crossed a little distance above the Flume House; and the Basin is beside the road a mile farther on. The frowning southern cliffs of Cannon or Profile Mountain are seen in front for some distance, while Eagle Cliff rises as the eastern wall of the Notch; and when the beautiful little Profile Lake is nearly passed, and the Profile House nearly reached, the rugged features of the famous profile itself comes plainly into view. Out of the placid little lake, now at one's feet, flows the Pemigewasset, which, in the thirty miles between here and Plymouth, has a fall of over fifteen hundred feet. This mountain lakelet is the true source of the Merrimack River. The distance from Boston to the Profile House by this route is only one hundred and fifty-six miles, and to the Flume House, one hundred and fifty-one miles.

THE PROFILE HOUSE.

One of the great centres of resort in the White Mountains region is the Franconia Notch. Two of the great natural wonders of the White Hills, the Profile and the Flume, are to be seen within its precincts; and its whole environment is of the most romantic description. Rugged mountains, and peaceful, placid lakes, one of which mirrors the stern visage of the "Old Man of the Mountain," who has so long looked out from his high perch on the cliffs, combine their picturesque charms to render this spot one of matchless beauty. The Profile House, one of the most famous of the mountain hotels, is situated in the midst of all this grandeur. The little mountain-encircled plateau occupied by the Profile House and its dependencies stands 1,974 feet above the sea; and the hotel is the highest in the mountains, except those on Mount Washington and Moosilauke. Mount Cannon, on the southern face of which the great Profile hangs twelve hundred feet higher, rises on the west to the height of 3,850 feet, or 1,876 feet higher than the hotel; while Eagle Cliff towers on the east side of the glen, 1,472 feet above the Profile House, or 3,446 feet above the sea. The summit of Mount Lafayette, 5,259 feet high, is less than four miles away, by a winding bridle-path, although hidden by the nearer though lesser heights. A little distance north of the hotel is the beautiful Echo Lake; and still nearer, in the opposite direction, is Profile Lake, equally an object of beauty; while across its fair expanse, and sometimes crowned by a wreath of clouds, is the wonderful Profile, the most remarkable object of its kind in the world, the naturalness of which at once impresses every beholder, and the picture of which will ever after remain with great distinctness in the mind. As soon as the grim majesty of the profile is seen, one at once understands the impression made on the poet,—

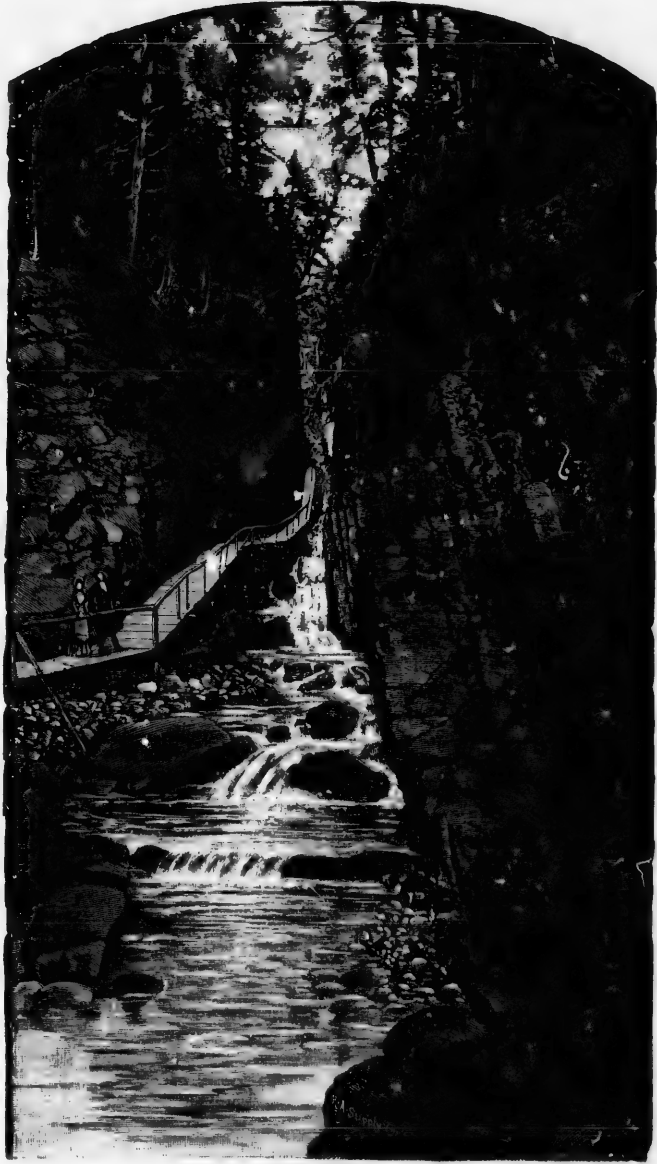
* * * "Like a sun-rimmed cloud,
The great Notch mountains shone,
Watched over by the solemn-browed
And awful face of stone."



PROFILE HOUSE.

The face is formed by a series of three ledges, one of which forms the forehead, another the nose and upper lip, and the third the chin. When viewed from the front, all resemblance to a human face is lost. The face was discovered, in 1805, by two workmen on the Notch road. The Flume is situated between five and six miles below the Profile House, and near the Flume House. It is a great fissure in the rocks, about seven hundred feet long, and from sixty to seventy feet in depth. The walls are perpendicular; and in the narrowest part a huge boulder, which at some remote period crashed down the mountain side, formerly hung suspended. On the 20th of June, 1883, a great storm occurred in the mountains, accompanied by several terrific land-slides, one of which, starting nearly at the top of Mount Liberty, gathered force when it reached the Flume stream, and swept down the narrow defile with resistless fury, carrying everything, even the great boulder, before it. Thousands of huge rocks were hurled down the ravine and spread over a wide space below. The most marvellous changes were wrought within the Flume itself. Not only was the gigantic boulder hurled from its position, but the rift was much extended, and deepened in places. Although it is a great disappointment to the present traveller not to see that stone which "if it had been a 'little bolder' would have fallen through;" yet in the opinion of many the Flume is more remarkable than before. At the upper end a new cascade was created, and an immense rock was thrown over upon others, while the under side was hollowed out so as to leave a grotto of respectable size. A plank walk extends up through the Flume beside, and at times partly over, the stream. The Flume, Pool and Basin are generally included in a round excursion from the Profile House; and, for the accommodation of guests, carriages are run at stated hours. The ride is delightful, as a splendid road extends through the Notch, along the side of the Pemigewasset River. The waters of Profile Lake and a little pond just above it flow into the Pemigewasset, forming, in fact, its source; while Echo Lake flows into one of the tributaries of the Connecticut. There are many pleasant rambles in the vicinity of the two lakes, and boating and fishing also enter into the list of amusements. Bald Mountain, north of Echo Lake, and easily reached, affords a glorious lookout. Mount Cannon is ascended on foot, but not without much exertion; and the summit of Lafayette is reached on horseback. Mount Cannon derives its name from a large, flat rock near its summit, which bears a strong resemblance to a cannon when viewed from below.

In its size, appointments, and the character of its management, the Profile House befits its noble surroundings as fully as the works of man could be expected to meet such grand requirements. The hotel accommodates between five and six hundred guests in royal style. It is a very fashionable resort; and its register of guests is a roll of the most honored names of Boston, New York, Brooklyn, Philadelphia, and the South and West. The table, celebrated for its excellence, derives many fresh delicacies from the fine Profile House farm in Franconia.



THE FLUME.

A choice herd of Jersey cows, for example, furnishes fresh milk. Gas and water are supplied throughout the house; and the sanitary arrangements were perfected a few years ago, at great expense, under the direction of one of the foremost sanitary engineers of America; steam heat has been extended over the whole house, which has also had a thorough renovation and its substantial features made yet more valuable. An orchestra plays during the season, both afternoon and evening, for the pleasure of the guests. The Profile House has gained its great reputation under the proprietorship of Messrs. Taft & Greenleaf, and will continue under the same able supervision.

The Flume House, situated at the south entrance to the Notch, five miles below the Profile House, has the same proprietorship as the latter. It is under the popular management of the Elliot Brothers, and since its recent enlargement continues to enjoy a large and appreciative patronage.

Not far from here, to the southwest, up among the mountains is situate Lonesome Lake, the property and favorite resort of William C. Prime, of the "New York Journal of Commerce," who has a log cabin on its shores, and, with friends, here spends much time hunting and fishing.

MOOSILAUKE.

"And west
Moosilauke's woods were seen,
With many a nameless slide-scarred crest
And pine-dark gorge between."

For many miles, while the traveller is approaching Warren Summit, on the White Mountains Division of the Boston & Lowell Railroad, his eyes will rest on a grand peak, on the right, when going northwest, and will willingly linger on it while descending into the valley of the Connecticut, attesting the correctness of Whittier's description.

An excursion to the summit of Moosilauke may easily be made, and with very little detention in case the traveller desires to bestow his time upon the more northern and eastern regions of the mountains. Moosilauke is 4,811 feet in altitude, and the highest peak in New Hampshire west of Mount Lafayette. It is situated chiefly in Benton, a little distance across the line from Warren; and the traveled approach is from the station on the White Mountains Division of the Boston & Lowell Railroad, in the latter town. The name of the mountain has often been corrupted, on maps and in guide-books, into "Moose Hillock," and to many residents of the vicinity is, perhaps, best known as such; but its title is of Indian origin, and was derived from two Indian words,—*moosi*, signifying "bald," and *auke*, "place;" the letter *l* having been inserted for euphony. The appropriateness of calling the mountain a "bald place," instead of a "hillock" or a "place for moose," is readily seen. A carriage road extends to the summit, where a comfortable hotel—the Tip-Top House—will be found. The view is one of the finest to be had in the mountain region, and the glories of a sun-

set and sunrise when witnessed from such an elevation surpass description.

The isolation of Moosilauke makes it the grandest of view points. On its summit is the broad plateau from which the Indian name is derived, and it is covered with mosses, alpine daisies and mountain cranberries.

The new Moosilauke House, erected on the site of the well and favorably known Breezy Point House, is at the base of the mountain, midway upon the stage road from Warren to the Summit. It is 1,700 feet above the sea level, and has accommodations for about 100 guests, supplying the best of modern hotel appliances and service. There is a beautiful maple grove near the house, and the whole region is famous for trout fishing. The ascent from the Moosilauke House to the Summit is easily made by buckboard, or on foot, in about three hours.

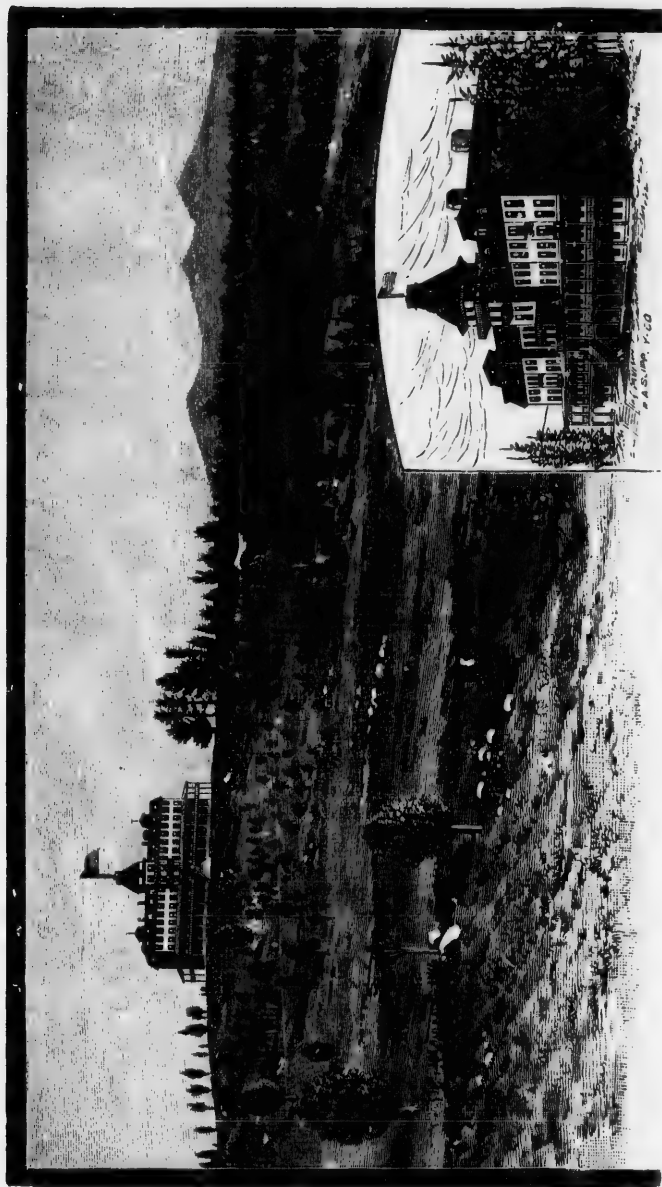
The Moosilauke and Tip-Top Houses are under the business management of Mr. John F. Thayer, to whom all correspondence should be addressed at Breezy Point, N.H., while the domestic arrangements will continue under the control of Miss S. F. Woodworth.

A regular stage line from Warren to the Moosilauke House and Tip-Top House runs in connection with train leaving Boston at 8.30 A.M.

LITTLETON.

Pleasantly situated in the valley of the Ammonoosuc, on both sides of the stream, and extending up the neighboring hillsides, is the town of Littleton, one of the largest and most prosperous places in Northern New Hampshire. Neat and picturesque cottages, busy streets and stores, and several manufacturing establishments, which do not mar the scene, are the characteristics of the place most readily noticed by the traveller. There is a large hotel—Thayer's White Mountain House—in the village; and another—the Oak Hill House—occupies a commanding position on the heights. There are several boarding houses for the entertainment of summer guests. Pure air, pure water, and all the other concomitants of a healthful abiding place, are found here; and a feature of special importance is its accessibility. All trains on the White Mountains Division of the Boston & Lowell Railroad, between Boston and the mountains, or *en route* to or from New York or Saratoga, stop here, and to good purpose; for the passenger traffic here is quite important at all times, and especially so in the summer season. The town covers an area of 36,000 acres, and its population at the time of the last census was 2,936. The chief industries of the place are the manufacture of buckskin gloves, and the production of photographic and stereoscopic views. Mr. B. W. Kilburn's establishment, which is devoted to this latter branch of business, is the largest of its kind in the world.

One of the most prominent buildings in Littleton is the High School edifice, which is on the heights back of the town. The adjacent hills afford noble views of the high mountains; and there are many pleasant



FOREST HILLS

drives and rambles in the vicinity. The rapids of the Connecticut River, known as the Fifteen-Mile Falls, border the town for a stretch of thirteen miles. Waterford, Vt., is only five miles distant, and Bethlehem is about the same in the opposite direction. It is also a fine drive to Sugar Hill, through Franconia.

Since last season many improvements have been made at Thayer's, among which may be mentioned the building of a boat house upon the shore of the Ammonoosuc River, which is at the rear of the hotel. Good boats can always be had.

FRANCONIA AND LISBON.

Franconia is situated just north of Franconia Notch, and in the valley of Gale River, six miles over a pleasant stage road from Littleton, and a little less from Bethlehem. The approach from the latter place is over a spur of Mount Agassiz, and the descent into the deep bowl-shaped valley supplies one of the most enjoyable drives in the whole hill country. The nearness of Mount Lafayette, Haystack, or Mount Garfield, and the other grand peaks of the Franconia Range, gives to the views great boldness,—

"The great peaks seem so near,
Burned clean of mist, so starkly bold and clear,
I almost pause the wind in the pines to hear,
The loose rock's fall, the steps of browsing deer;"

while the foreground of meadow and forest adds rare picturesqueness and beauty. The Profile House is only six miles distant, and the wonders of the Notch are just beyond. Gale River and Lafayette Brook afford excellent trout fishing, and other mountains are also accessible. The Bridal Veil Falls, seventy-six feet high, are upon Copper Mine Brook, which flows down the west side of Mount Kinsman. The Mount Kinsman Flume is on the east side of the mountain. In the village are the buildings of the Franconia Company, which began mining operations here in 1805. The Franconia of the mountain country is known to possess minerals of various kinds, and in the neighboring town of Lisbon are several gold mines. There are a number of very popular hotels and boarding houses in the town; and the Goodnow and Sunset Hill Houses, both large and fashionable summer resorts, are a little distance across the line in Lisbon. The latter is best reached from Lisbon station, ten miles below Littleton. The easterly part of Lisbon, in which the above houses stand, forms the western rim of the Franconia Valley, and overlooks its village as well as includes in its view all the surrounding beauties. The new Forest Hills House, which was opened in 1883, by Messrs. H. W. Priest and J. W. Dudley, has become a great favorite with the best people. It occupies a commanding site on the summit of Pine Hill, on the Bethlehem road, and only four miles from that place, and about the same from the Profile House. From every side charming views are obtained, including, in the sweep of the horizon from west to south and east, Sugar Hill, in Lisbon, the whole of the Franconia Valley,

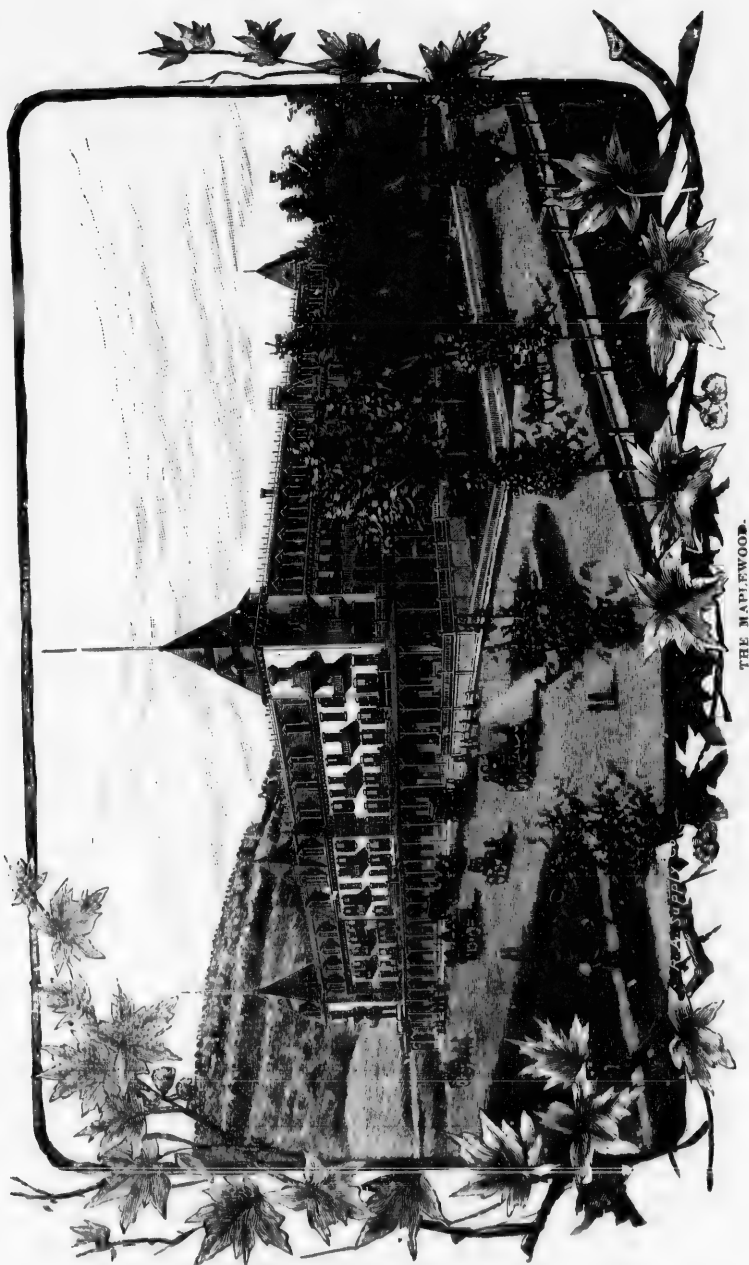


SUGAR HILL, FRANCONIA.

village and mountains, and the Mount Washington range. Fifty acres are devoted to lawns and groves. The hotel is admirably conducted, and is a great acquisition to the long list of White Mountain hotels. The quiet beauties and healthful atmosphere have led to the building of several private summer cottages; others are projected, and a farm near the village has been laid out in streets and lots for this purpose. The Lafayette House in the easterly part of the valley combines some of the features of an old country tavern with the modern mountain house, and is kept by the three Richardson brothers, who were popular stage drivers in the old coaching days. Receiving guests the year around, they have the first comers in the summer also, before the larger houses are open. Just beyond, on the hillside, on the Notch road, is the Profile House farm with its fine herds, hotbeds and gardens.

BETHLEHEM AND MAPLEWOOD.

Perhaps the most famous of the mountain towns is Bethlehem. Situated at a considerable elevation, commanding a wide prospect, and renowned for the purity and healthfulness of its air, it has become a summer resort for many hundreds of city denizens. Its hotels and boarding houses are large, and always, in the season of summer visitors, filled with guests. With the Franconia Range on the one hand, and the Presidential Range upon the other, the chief mountain outlooks are grand in the extreme, while every principal point is easily accessible. A spur of the Profile & Franconia Notch Railroad ascends the hill and traverses the outskirts of the village from one end to the other. From Mount Agassiz, a little distance southeast of the village, and also from many lesser elevations, wide-sweeping views may be had. The elevation of Mount Agassiz is 2,042 feet. With its rural charms unimpaired, Bethlehem has of late years assumed the comforts and conveniences of a summer city, including a supply of pure water, new springs having been added the past season, and the supply made ample for domestic and public purposes, improved sewerage, and railway communication with the outer world. From the station new walks have been laid the past season to the main street and hotels. In 1803, President Dwight found the town to consist only of "log huts, recent, few, poor, and planted on a soil singularly rough and rocky." He was, however, delighted with the magnificent view of the mountains. The advantages of Bethlehem as a resort for invalids are universally recognized. According to Professor F. W. Clarke, the Maplewood Hotel is 1,489 feet above the sea-level, and the Sinclair House 1,459 feet. A writer in "The Boston Medical and Surgical Journal" (Dr. W. H. Geddings) gives the result of an extended series of observations taken with a view to ascertain the adaptability of the climate of Bethlehem to the wants of invalids. Out of the sixty-two days in July and August, 1878, he shows that there were only three days in which invalids could not with safety have remained out of doors during the whole or a part of the day. Throughout the whole of forty-seven days they might



have remained out safely. In arriving at these results, Dr. Geddings took into consideration, not only rainy days, but also those when there was cool and windy weather. The exemption from hay-fever enjoyed at Bethlehem has long been one of the main considerations, leading thither hundreds of summer visitors. In the long list of hotels and boarding houses, the largest are the Maplewood and the Sinclair Houses. The Maplewood is a magnificent house of the largest class; and its enterprising proprietor, Mr. Isaac S. Cruft, is yearly adding to its extent. It is managed by Messrs. Ainslie & McGilvray. The hotel opens about the first of July, and accommodates over five hundred guests. The Maplewood Cottage opens June 1, and accommodates one hundred persons. There are also a number of private cottages which are leased to families for the season. The Maplewood has every desirable feature, including gas, a copious supply of pure water from springs on the hills, a post-office within the hotel, telegraph station, news stand, hair-dressing rooms, bath rooms, billiard room, bowling alleys, a large hall for dancing and entertainments, a first-class table, extensive play-grounds, and a large livery stable.

The Sinclair House is the oldest of the Bethlehem hotels. Within the past few years it has undergone extensive alterations and extensions. Its proprietors, Messrs. Durgin & Fox, have a high reputation as landlords; and among the guests of the house are many who have made the Sinclair their summer abode year after year. The drainage and other sanitary provisions are of the most approved character, and all the appointments of the house are first-class. A well-appointed livery stable supplies all requisite facilities for drives and horseback excursions, and the opportunities for pleasant rambles are unlimited. Within the house are telegraph office, news stand, billiard rooms, bathing rooms, etc., and adjacent to the hotel are ample play-grounds for children, etc. The Sinclair accommodates three hundred and fifty guests.

THE TWIN MOUNTAIN, FABYAN, MOUNT PLEASANT, AND CRAWFORD HOUSES.

There are no better conducted hotels in America than the chief public houses at the White Mountains; and prominent among the leading establishments are the chain of splendid hostelries under the management and conductorship of Messrs. Barron, Merrill & Barron. As the traveller advances up the valley of the Ammonoosuc, towards Mount Washington or the Crawford Notch, he comes first upon the Twin Mountain House. This hotel takes its name from two prominent peaks of the Franconia Range. It is situated upon a high bluff overlooking the Ammonoosuc River and a broad panorama of mountains. The Franconia Range is seen upon one hand, and the Mount Washington, or Presidential Range, upon the other. The Twin Mountain House has long been known as a quiet and secluded mountain retreat; and many persons come hither annually to vanquish that annoying summer malady,



TWIN MOUNTAIN HOUSE.

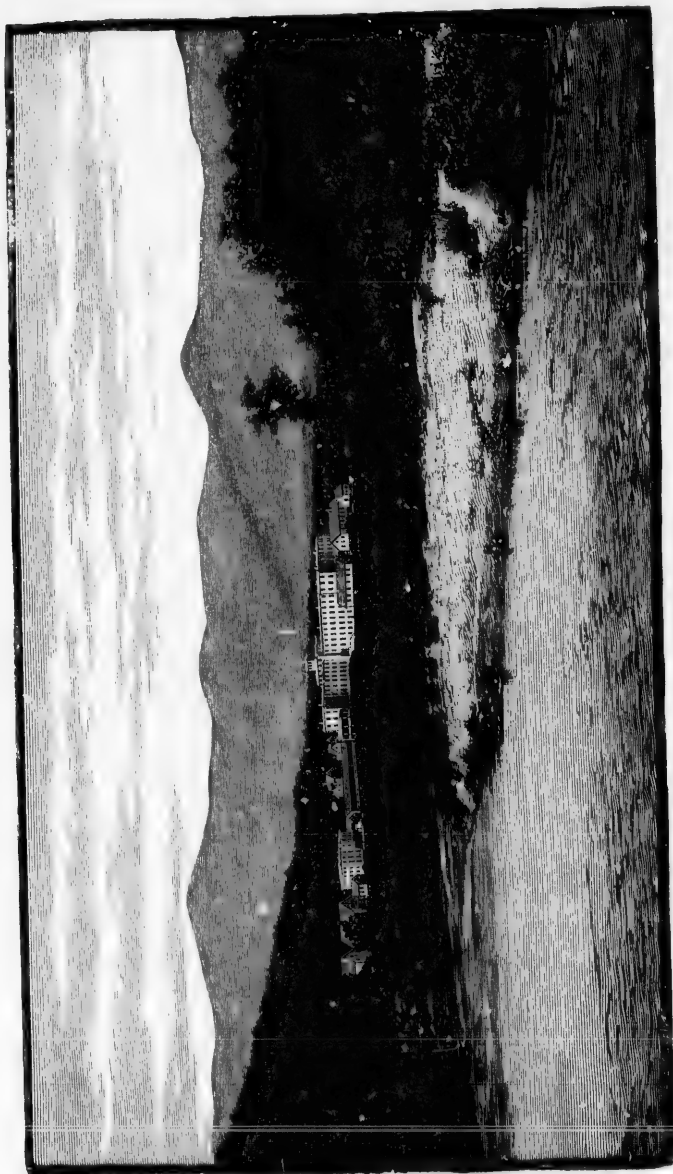
W. & S. Supply Co.

the "hay fever," and to enjoy the pure, health-giving mountain atmosphere. The hotel is under the excellent management of Mr. F. A. Cofran.

The Fabyan House is situated at the great railway junction point of the mountains, and is one of the best known of all the public houses of the region. Fully nine-tenths of all the mountain tourists bring up eventually at Fabyan's, for all the different routes lead thither. The White Mountains Division of the Boston & Lowell and the Portland & Ogdensburg Railroads enter here; while the branch towards Mount Washington—belonging to the former, and connecting, six miles distant, with the Mount Washington Railway—makes a third diverging line. The hotel is one of the largest and best appointed of the great White Mountains hostelrys, and the high reputation it has borne in the past is sure to be maintained. It is also under the management of Messrs. Barron, Merrill & Barron, and is personally supervised by Mr. Oscar G. Barron.

The Mount Pleasant House, which has been greatly enlarged within a few years past, is situated a short distance from Fabyan's, with a glorious outlook upon the grand peaks of the Presidential Range. Mount Pleasant, from which the hotel takes its name, rises in majestic form at the right; while the taller Mount Washington is in front, flanked by Monroe and Franklin on one side, and Clay, Jefferson and Adams on the other. The railroad station is just in front of the house, and from the front piazzas and windows the Mount Washington cars can be plainly seen on their winding way up the mountain side and frequently into the clouds. The quietness, with the railway conveniences, the attractions of the grove on the hillside in the rear, and the substantial comforts of this house combine to recommend it to a large class of people. It is under the personal supervision of Mr. Oscar G. Barron, and this is a sufficient guaranty that it takes high rank among its fashionable neighbors.

The Crawford House has a magnificent location upon a little plateau just north of the Gate of Crawford Notch. In front of the house is a picturesque little lake, the source of the Saco River; and, just beyond, the Elephant's Head guards the entrance to the narrow pass. Mount Willard rears its shapely mass upon the right, and partly in front of the hotel; and the long serrated ridge of Mount Webster forms the west wall of the Notch. East of the lake, and lying along its shores and upon the slopes above, is a luxuriant grove of old trees designated as Idlewild. Streams descend from the heights on either side; forming, at no great distance from the hotel, beautiful cascades. Beyond the gate of the Notch, and within the confines of the pass, are other cascades and several rock profiles. Upon the Notch road, three miles below, is the Willey House, left standing after the terrible storm and landslide of August 24, 1826, while the family, who had sought shelter outside, were overwhelmed and destroyed. An excursion through the Notch can easily be taken by cars or carriage, and should not be missed; neither should visitors miss the glorious view to be had from the sum-



FABYAN HOUSE.

mit of Mount Willard, easily reached by carriages from the hotel. This view is unlike any other to be had in the mountains; its distinguishing character being the appearance of the Notch, which is spread out a thousand feet or more below the beholder, Mounts Webster and Willey forming its boundaries. The Crawford House is under the personal management of Mr. C. H. Merrill, one of its proprietors, and a gentleman who has won the esteem and respect of the travelling public to an unusual degree. Mr. Merrill brings to his important task a long experience as a hotel manager; and the Crawford, under his guidance, has won wide fame.

MOUNT WASHINGTON.

An ascent to the top of the highest mountain peak is as easily accomplished as any other railway journey, and the visitor is compelled to forego none of the comforts or luxuries provided in the lower world. At this remarkable elevation he finds a commodious hotel, to the very door of which, and through the clouds it may be, he is transported in a railway car. Formerly the climbing of Mount Washington was attended by great hardship and fatigue, and was performed only by persons of tested strength and endurance. The crown of New England lifts its bare, weather-beaten summit 6,293 feet above the level of the sea. The neighboring mountains are overlooked; and the vision extends far across New Hampshire to the hilltops of Maine, Vermont, Massachusetts, Canada, and, under favorable atmospheric conditions, to the summits of New York, and to the far away ocean. The encircling crests, peaks and ridges lie like billows upon a tempestuous sea. Here and there dark, shadowy gulfs are seen, while far-distant villages sparkle in the sun. The chief river-courses are readily marked, and, on a clear day, a fair view may be had, between the mountains, of Lake Winnepesaukee, justifying indeed the Red men's conceit that it was a "Smile of the Great Spirit;" and the beholder studies geography on a grand and comprehensive scale.

The Mount Washington Railway is necessarily constructed upon a different plan from ordinary steam roads. A grade of no less than 1,980 feet to the mile is actually overcome. Engine and car travel upon a middle ratchet-rail in which cog-wheels run. Notwithstanding this remarkable steepness, the passenger enjoys absolute safety, through a number of ingenious devices. Should a breakage occur, the train would be brought to a full stop. Atmospheric brakes are so arranged that a car may be made to descend at a snail's pace, entirely disconnected from the locomotive. In ascending, the car is pushed ahead of the engine; and there are safety devices which prevent the train from slipping back a single inch. The railway is the invention of Mr. Sylvester Marsh, and has been improved in its practical workings very greatly by Mr. Walter Aiken, its efficient manager. Many thousands of persons are carried over the road annually, but not a single passenger has ever been injured. Mt. Washington is 387 feet higher than the Rigi-Kulm, the famous Swiss mountain, up the slopes of which two similar roads have been built.



MT. WASHINGTON RAILWAY.

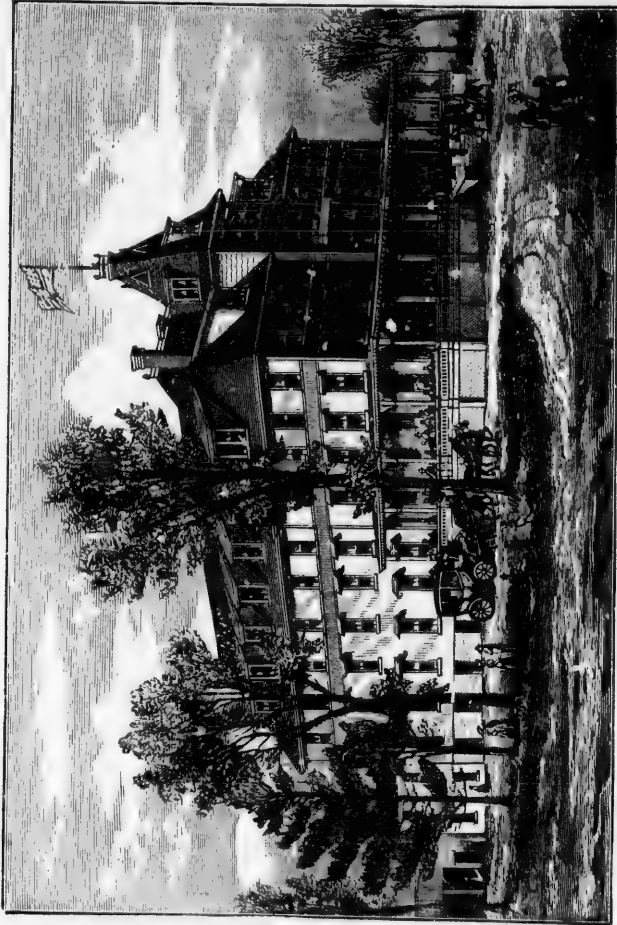
The Mount Washington Summit House (O. G. Barron, manager,) is a commodious and admirably arranged hotel, well calculated to tempt the visitor to remain over night, and thus witness a sunset and a sunrise,—spectacles which are often gorgeous beyond description. Fires are a daily necessity; and, to insure comfort to visitors, the sleeping rooms are heated by steam. The dining-room, office and parlor are large apartments; and the sleeping-rooms, on the floors above, are ninety-four in number. Near the hotel is an observatory erected by Mr. Aiken, and upon the north-western verge of the little plateau is the observing station of the United States Signal Service. The hotel is under the management of the Messrs. Barron, Merrill & Barron, which fully guarantees the comfort of its patrons.

Strangers should use caution in exploring the region about Mount Washington, and not venture far from the beaten paths, unless accompanied by a guide. Persons have perished of exposure and exhaustion while lost and bewildered in the clouds and storms about the summit.

JEFFERSON.

This town is in some sense a rival to Bethlehem. It is similarly situated upon an elevation; and the pure air and general healthfulness there enjoyed have given it great favor as a resort for invalids and pleasure seekers. Sufferers from hay-fever and catarrhal complaints here find instantaneous relief. The chief village, Jefferson Hill, is mainly a long line of summer hotels. The outlook upon the Presidential Range, with Mounts Adams and Jefferson in the near front, is extremely grand. Starr King declares "Jefferson Hill may, without exaggeration, be called the *ultima Thule* of grandeur in an artist's pilgrimage among the New Hampshire mountains; for at no other point can he see the White Hills themselves in such array and force." Mount Pliny is the ancient name for the long wooded range in the northeast part of the town; and the culminating part of the range was, in 1861, named Mount Starr King, in honor of the author of "The White Hills." It is on the high slopes of this mountain that the village is situated. In the east part of the town is another group of boarding houses and farms, to which the post-office designation of Jefferson Highlands and Meadows has been given. There are two ponds in the town; one of which, Cherry Pond, is upon the line of the railroad, while the other, the Pond of Safety, is high up among the mountain ridges, 2,000 feet above the sea level. The former is the chief source of John's River; and the latter, of the Upper Ammonoosuc. Israel's River traverses Jefferson from the southeast to the northwest. The two rivers, John's and Israel's, derived their names from two brothers, John and Israel Glines, who hunted beaver and other animals along the streams before there were any other white settlers in this region. The opening of the Whitefield & Jefferson Railroad has rendered Jefferson easy of access; and every year brings fresh accessions to the ranks of those who unite in declaring, with Starr King, that this resort is without a peer; for

from whatever point in the town one looks out he sees grand mountain forms, while towering above them all in his grandeur is Mount Washington, the buildings on which are in plain sight. The drive from Lancaster to and through Jefferson Street cannot be surpassed, and is particularly recommended.



LANCASTER HOUSE.

LANCASTER.

Visitors to the White Mountains who penetrate the region no farther than the great hotels which form the most noted places of resort, generally form erroneous ideas regarding the section of the State lying north of the chief group of hills. Some of the best farming country, and several of the prettiest towns in the Granite State, are there to be found. One of the most beautiful places, and at the same time one of the most accessible, is Lancaster, on the main line of the White Mountains Division of the Boston & Lowell Railroad, seventeen miles north of

Wing Road. It occupies the valley of the Connecticut River, here quite elevated and broad, is the shire town of Coös County, and contains the offices and public buildings pertaining to a county-seat. The situation is very healthful, and the climate in summer is mild and delightful. Fine views are had of the neighboring mountains, and good roads lead in all directions, especially that towards Jefferson Street. Mount Prospect, an isolated hill three miles from the village, on which is an excellent hotel, commands a royal view which no tourist should fail to see. It is easily accessible from Lancaster or Jefferson.

The new and elegant Lancaster House forms a handsome ornament to this charming town. It is supplied with steam heat, gas, electric bells, and other modern hotel appliances, and is prepared to take the best possible care of its summer guests. Lancaster is likely to become one of the most favored places of resort in Northern New Hampshire, now that the town has a large summer hotel.

COLEBROOK.

This village is reached *via* the White Mountains Division to Groveton Junction, thence to North Stratford by Grand Trunk Railway, where stages are taken thirteen miles to Colebrook. It is situated on the eastern side of the Connecticut River, and the Mohawk River and Beaver Brook run through the village. The village is abundantly supplied with pure spring water. Directly opposite Colebrook, on the Vermont side of the river, is Mount Monadnock, from the summit of which there is a magnificent view; while at the foot of the mountain, one mile from the village, is a mineral spring which is strongly impregnated with sulphur and iron. There are many beautiful drives in Colebrook and vicinity, among which may be mentioned a drive of ten miles to Dixville Notch. Crossing the Connecticut into Vermont, and going up the river eight miles, brings us to Canaan Village, and one mile northwest of Canaan is the Canada line. This is a charming drive, and the roads are very fine. A mile and a half from the village are Beaver Brook Falls and the remains of some old beaver-dams, from which the stream takes its name. The fisherman will find Colebrook an excellent place to make his headquarters. Connecticut Lakes, Diamond Ponds, Akers Pond, Clear Stream, and many other noted fishing grounds are easily reached from this place.

BRUNSWICK SPRINGS.

On the Vermont bank of the Connecticut River, near North Stratford, where the Connecticut Valley widens and opens towards the southeast a grand vista of mountain ranges and isolated peaks, are the Brunswick Springs. The hotel at this place is finely situated, is well-kept, and its charges are reasonable. A few rods from the house is a beautiful little lake, around which a road winds in graceful contour. The surroundings are very charming, with many inviting drives and walks; and no more attractive or beautiful abiding place can be found.

The view from the high terrace on which the hotel stands is extended, and comprises many of the northern peaks, including Mount Lyon, the Percy Peaks the Pilot Range, and some of the White Mountains. Hotel carriages will be found at the North Stratford station, which is on the Grand Trunk Railway, twelve miles above its junction with the White Mountains Division of the Boston & Lowell Railroad at Groveton Junction.

The following is an analysis of the springs by Dr. H. A. Cutting, State Geologist of Vermont:—"One spring contains $85\frac{1}{2}$ grains of mineral matter to a gallon. For this spring a qualitative analysis gives potassium carbonate, sodium carbonate, calcium carbonate, magnesium carbonate, ferrous oxide, sulphydric acid, silicic acid, carbonic acid, and chlorine."

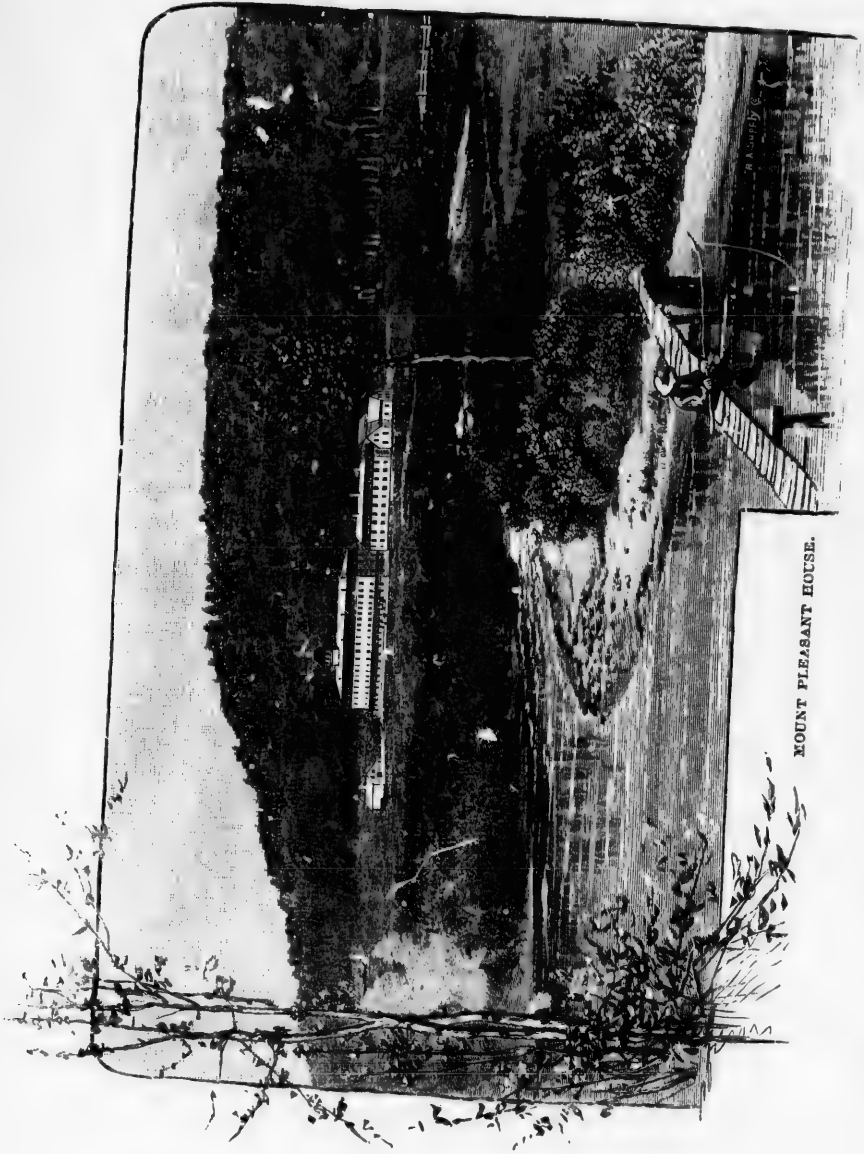
This spring, though chalybeate, is also alkaline. Very near, another spring boils up, strongly impregnated with sulphur. This has 55 grains of mineral water to a gallon. It does not contain so much saline matter as the others, yet it is a strong chalybeate alkaline water. Both are very useful in cutaneous diseases, and also as an alterative. These springs resemble the chalybeate springs of Germany.

Summer-Tide Suggestions.

CHAPTER XI.

FALSE IMPRESSIONS REGARDING THE COST OF A MOUNTAIN TOUR.

In some quarters erroneous impressions have got abroad concerning the cost of White Mountain travel. The hotel rates are well established, varying but little from year to year; and, as a rule, they are lower than at other summer resorts of the same class. The most fashionable houses charge less for board, per day, than many of the seaside and city hotels. There are opportunities to spend money in the White Mountain region, as elsewhere; but the tourist can travel there, and sojourn at the leading hotels, quite as cheaply as he can visit other American resorts, and stop at other houses of a corresponding character. Then, again, if he desires to economize, he can find boarding houses to suit his purse. Hotel rates are generally higher everywhere than they were a score of years ago; but the mountain tour costs less in the aggregate than it did then, for the reason that railway transit is more rapid, and less time, therefore, is taken in getting to and about the region. Railroad travel is no higher than on similar roads elsewhere; and as excursion rates are made at a reduction, a tour may be made up to suit individual preferences, with sojourns as long or short at the chief points of interest as may be desirable. A hurried trip may be made through the mountain region in four or five days, but a much longer time should be taken in order to properly appreciate the beauty and sublimity of the hills. It is true, nevertheless, that as much may now be done in a week as could formerly be accomplished in a fortnight. There is, however, a long list of inviting nooks where the tourist will wish to tarry. Littleton, Bethlehem, Jefferson, and a score of other places, to say nothing of the great hotels about the White Mountain, Franconia, and Pinkham Notches, will do more than arrest his attention: they will hold him captive. Pure air, romantic surroundings, grand and picturesque scenery, and healthful influences of every sort, will surely win the city dweller. Summer cities have arisen where there were mere straggling villages a few years ago. Hotels and boarding houses exist by the score and by the hundred, and yet the cry in many localities is for more. There are times when one is inclined to think Boston, New York and Philadelphia have turned themselves inside out. The great hotels, holding from three hundred to six hundred guests each, are frequently filled to overflowing. The boarding houses are also besieged. No one except the imaginative paragrapher has discovered that it is "not good to be here," and even



MOUNT PLEASANT HOUSE.

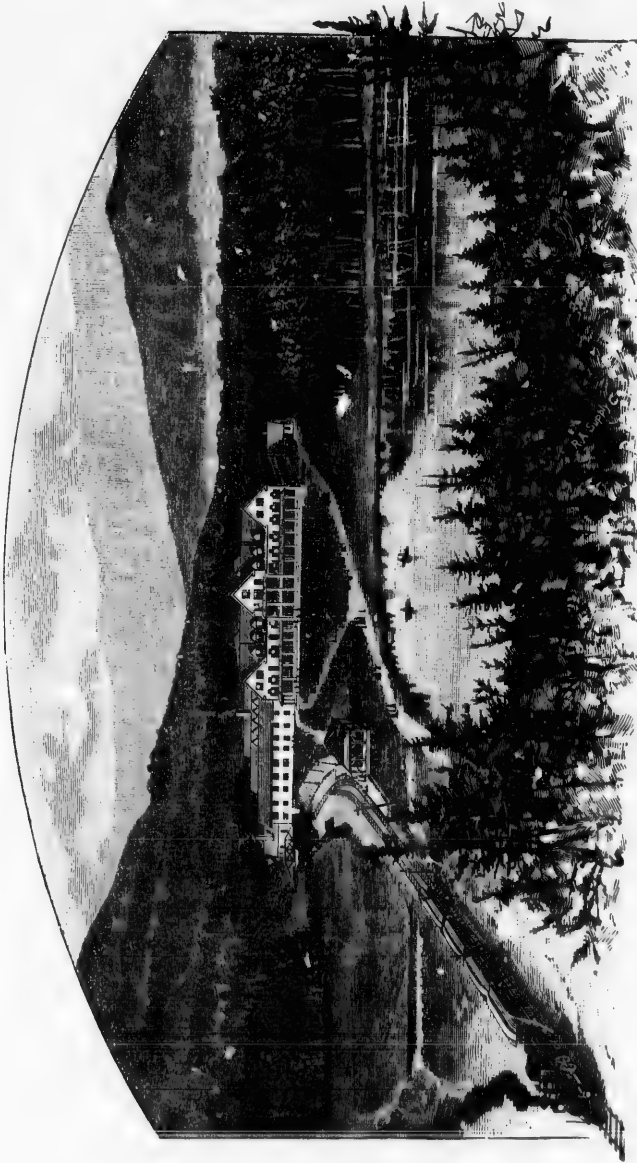
his feeble wit fails to stem the tide. The White Hills yearly attract an increased number of tourists and travellers; and, with increased facilities for travel and sojourn, they will attract greater numbers still. There is no summer resort in America that has so much to give in return for the money expended in reaching it and dwelling within its precincts. The lover of Nature may here feast his soul on some of the most beautiful scenery the continent affords; the artist finds full employment for his pencil; the sight-seer gazes upon strange forms wrought by Nature in her most fantastic moods; and the health-seeker finds inspiration and new life in the very atmosphere.

HOW TO MAKE THE TOUR OF THE MOUNTAINS.

There can be nothing more delightful in the way of summer travel than a tour embracing the chief points of interest in the White Mountains. The White Mountains Division of the Boston & Lowell Railroad now penetrates to every part of the region; and, as it is the grand highway of approach, the tourist will naturally turn his attention to it in selecting his route. Making Boston the starting point, the tourist proceeds to the Weirs, and should there diverge from the railway for an excursion upon Lake Winnepesaukee, with visits to Centre Harbor and Wolfboro'. Considerable time may also be passed at the Weirs, where the summer finds a crowd of pleasure seekers. Plymouth is another desirable halting place. We are speaking now for the tourist, and not for the summer sojourner, who will have already passed scores of pleasant retreats, while hundreds of inviting nooks lie before him. The Profile House is, of course, one of the main objective points; and from Plymouth the traveller proceeds over the new Pemigewasset Valley Railroad, through the loveliest valley in the whole mountain region, to North Woodstock, and thence by a short and delightful stage ride; or, if he prefers the old route, he journeys on from Plymouth *via* Woodsville, Littleton, and Bethlehem Junction. From the Profile House he readily finds his way by rail to Bethlehem, or a divergence may be made to Franconia and its vicinity. Jefferson lies beyond, and should not be missed. There is all-rail conveyance to the Twin Mountain, Fabyan, Mount Pleasant and Crawford Houses, and also to the summit of Mount Washington,—all important points which should not be neglected by the visitor. From the Crawford house a trip can be made through the Crawford Notch; and the east side of the mountains, including the Glen House, can be reached over the same route, or by stage from the summit of Mount Washington. Returning, the Fabyan House may be considered the chief starting point; although many travellers will prefer reversing this order of the route, and take their departure from the Profile House after the visit to Mount Washington and the White Mountains Notch. The main line of the White Mountains Division of the Boston & Lowell Railroad, is likely to be taken in either the upward or downward journey; and thus opportunities will be had for halts at Littleton and Warren, both delightful resorts. Moosilauke



MOUNT PLEASANT HOUSE.



CRAWFORD HOUSE.

may be visited from the latter point. If time favors, a very delightful excursion can be made, northward from the White Mountains proper, to Colebrook and Dixville Notch; and if the traveller is a sportsman as well, and inclined to "roughing it" a bit, still farther on, to the Rangeley Lakes in one direction, or Connecticut Lake in the other. In combination with the White Mountains tour, Lake Memphremagog, Montreal, Quebec, the Saguenay, Saratoga, Lake George, Lake Champlain, the Adirondacks, or any of the northern pleasure routes and resorts may be reached by direct and convenient lines of railway communication.

HOW TO PROFITABLY SPEND A FEW DAYS IN THE MOUNTAINS.

Many people ask their friends how they can spend a few days in the mountains so as to economize time and expense, and see and enjoy the most. The following suggestions are for those who have only limited time and means at their disposal. The tourist should enter the mountain region over the Boston and Lowell route, so as to get the combination of views offered by the Merrimack River Valley, Lake Winnepesaukee, Moosilauke and other mountains near Warren, the pastoral scenes of the wide and fertile Connecticut River Valley, and the narrower Ammonoosuc River Valley, thus gradually approaching the heart of the White Mountain range. Arrived here, choice may be made of a hotel. If the next morning is favorable, there are two or three plans that may be followed with pleasure and profit. If there are ladies in the party, and it is desired to see the whole mountain group, tickets may be secured at Fabyan's, or at most of the various hotels, for a railway trip up Mount Washington, which will give one a quick realization of the grandeur of the Presidential Range, as the chain of mountains is called, of which Mount Washington is the chief. Arrived at the summit, there will be time to enjoy the extended view from various points and to get a good dinner at the excellently kept Summit House. We should advise this, for the refreshment of a well-prepared meal will compensate, to say nothing of the remembrance of having enjoyed a feast at such an altitude. If one can afford the time and expense of spending a night on the summit, it will be found a good investment. The best use to which the afternoon can be put is in a visit to Tuckerman's Ravine, a deep gorge, some two thousand feet down the east side of Mount Washington. By inquiry at the clerk's office at the Summit House, it is almost always possible to learn of some party proposing the same trip. Very heavy people, delicate ladies, or those with any heart affection, had better not attempt the exploration. Stout shoes or rubbers are desirable, for much of the path will be wet, and the rough ledges will require hard service; water-proofs will also be desirable, for it rains easily, and there is much spray from the falls by the way. The roughest garments one has are preferable. It is hardly well for entire strangers to attempt the trip alone; if no one can be joined who has been down before, a guide can be secured for a moderate charge, which

shared by a party will be a small personal cost. Yet the path may be followed by a stranger in clear weather, by the stakes set up in the rocks, and the dabs of white paint on the boulders. Much of the descent is tedious and only slowly made; but the first sight of the snow-banks, the inspection of the snow-arch, the wild, majestic grandeur of the ravine, with the music of the thousand streams falling over the high ledges, a distance of one hundred and more feet, will banish thoughts of weariness. Up to, and frequently after, the first of August, the snow-banks and the arch will be large and perfect. It is a sight which no one can afford to miss who can see his way clear to visit it. The climb up is a hard one; but if begun in season and slowly pursued, need not be exhausting. If one should begin to experience palpitation of the heart, let him progress slowly, stop often, but let no one under any circumstances yield to a temptation to sleep, as he might become chilled. No one should attempt the descent or ascent alone; and if not more than two in the party, they should notify the hotel clerk before starting, that, if a dense fog or storm comes over the mountains, guides may be sent out for an escort.

The view of the sunrise from the summit is very fine, and different with each morning. The night accommodations are all that can be desired, and the conditions of the atmosphere at the altitude almost ensures a sound sleep.

The next morning, if one proposes a descent by the carriage road to the Glen, it can be accomplished in comfortable stages, and the party can go by stage to the Glen station, on the Portland & Ogdensburg Railroad, arriving in season to enjoy the ride up the Crawford Notch by rail in the twilight hour, which will lend a weird charm to the remarkable views. The celebrated Willey House will be seen on the way, the high, bare sides of the mountain walls, the tumbling Saco deep down in the valley, and the Gate of the Notch passed, bringing one to the Crawford House in good season for tea and the night; or one may go on to Fabyan's and the hotels thereabouts.

If the party is youthful and strong, they will greatly enjoy a descent from Mount Washington over the old Crawford Bridle Path instead of the trip *via* the carriage road, the Glen, and Crawford Notch. Energetic youth can, after dinner, visit Tuckerman's Ravine, and, ascending, cross Bigelow's Lawn and strike the Bridle Path without climbing the cone of Mount Washington. In that case, all one's traps must be taken along, and can be left on the upper edge of the Ravine, but one will have to be diligent to visit the Ravine, and, ascending from it, pass over the Bridle Path, across the summit of several mountains, and descend Mount Clinton to the Crawford House before dark. However, once in the path it is quite plain, especially from the summit of Mount Clinton downwards to the Crawford House. But if one starts after breakfast at the Summit House, he may go leisurely, and take in the splendid views from the sides of Mounts Monroe and Pleasant, and the summits of Franklin and Clinton which are crossed. Each party should take along a substantial lunch and a drinking cup.

Just before reaching the Crawford House, the sound of Gibbs' Falls will be heard on the right, which will well repay a visit. If one has come down in the early day, there will be time to ride down the Notch in the cars to the Willey House, inspect it and walk back up through the Notch by the turnpike, which is a very pleasant tramp; or one can wait for the return train. Mount Willard, which forms part of the Gate of the Notch, should also be visited; there is a good carriage road to the summit, distant about two miles, and the view looking east down the Notch, especially about sunset, is very fine.

Many people will not care for either the carriage road, Tuckerman's Ravine or the Crawford Path; these will descend by the railway as they ascended, which is more exciting to some people than the ascent. Some will do this the same day of ascent, but most not till the next morning. All these are urged not to miss a rail trip down the White Mountain Notch and back; by going to, and returning from, Upper Bartlett, one will get all the special mountain features.

The return from the mountains should now be made via Bethlehem Junction, the Profile & Franconia Notch Railroad to the Profile House, thence by stage ten miles to North Woodstock, then by the Pemigewasset Valley Railroad to Plymouth, where the main line of the White Mountains Division of the Boston & Lowell Railroad is reached, by which quick transit may be had to any desired point.

At the Profile House and in the Franconia Notch there are many points of interest which can be profitably and enjoyably visited if time and means permit. One can thus make a satisfactory tour of the mountains in a week's time, or even less, and at a very moderate cost.

SUMMER BOARDING IN THE COUNTRY.

Multitudes of busy people can enjoy only a brief vacation, and elect to spend it in an excursion through the lake and mountain region reached by the Boston & Lowell Railroad system. But each year increasing numbers of people desire to spend some weeks in the country; and the number of those who prefer greater quiet and less expense than attends a stay at the great hotels, is constantly growing. For these the Boston & Lowell Railroad supplies superior advantages, the various divisions of which, like long arms, extend in many directions into the most charming and picturesque region of New England. On all of these divisions there are delightful towns, on the summits and sides of hills, in valleys, and on the shores of wide streams and lakes, large and small; also on many islands of Lakes Winnepesaukee and Sunapee, which are most favorably situated for an agreeable summer sojourn. On these islands and the shores of these lakes there are numerous furnished cottages which may be rented; and there is an unlimited number of boarding and farm houses, where a stay of weeks may be made by a whole family, at very moderate cost and great pleasure, and benefit to health. A large list from which to select will be found in a later portion of this book.

The advantages of this kind of summering are many. The unhealthy excitements of hotel life, with rich food, promiscuous companionship, late hours and feverish amusements, are avoided; while abundance of plain, homely fare, plenty of fresh milk, eggs and berries, seasonable hours and healthy diversions are secured. In many instances, large berry pastures, lily and fish ponds and streams are at hand; the latter also supplying good bathing places. Hundreds of such localities are within reach by the Boston & Lowell Railroad. Some of the particularly favorable places are found on the Keene Branch of the Southern Division, on the Peterboro' & Hillsboro' Branch, and the Concord & Claremont Branch of the Northern Division, to say nothing of the many better known localities on the main line of this latter division and on the White Mountains Division. Peterboro', Hancock, Hillsboro', Henniker, Bennington, Dublin (reached from Harrisville), Bradford, Sunapee Lake region, Newport and Claremont are particularly desirable localities; while many places a little off the railroad line, such as Nelson and Stoddard (reached from Harrisville), New London (reached from Potter Place), Newbury, Canaan, Potter Place, or Andover and Sunapee, are places of special attractions.

The farm-house boarding places are particularly desirable for families of children, where the successive stages of farm work supplies a constant source of interest and pleasure to the young people, including horse-back and hay-cart rides,—long to be remembered with the fragrance of freshly mown hay.

"Now the air
Is rich in fragrance! fragrance exquisite!
Of new-mown hay, of wild thyme, dewy wash'd,
And gales ambrosial come with cooling breath,"

while the musical sounds, from the tinkling cow-bells as

"The lowing herd winds slowly o'er the lea,"

to the ring of the whetted scythe, or the creak of the children's swing, hung from the branch of some huge elm, will all combine to store the memory with delight. Whittier has told the story in exquisite sweetness, thus —

"The bleat of sheep along the hill we heard,
The bucket plashing in the cool, sweet well,
The pasture-bars that clattered as they fell;
Dogs barked, fowls fluttered, cattle lowed; the gate
Of the barn-yard creaked beneath the merry weight
Of sun-brown children, listening, while they swung,
The welcome sound of supper-call to hear;
And down the shadowy lane, in tinklings clear,
The pastoral curfew of the cow-bell rung."

Children are almost universally fond of riding. At the larger resorts it is a luxury which can be only moderately indulged. But there are numerous places in New Hampshire, like Newport and Peterboro', with many others which might be mentioned, where fine drives abound and good teams may be had at very reasonable

charges. For instance, at Newport a single team may be had from the village livery, to drive to Sunapee Harbor, five miles distant, for \$1.25 to \$1.50, according to the length of time one is gone; a double team, with driver, to the same place, \$3.00, or under; and at farm houses, in this region, the old farm-horse and open business wagon, safe for women and children, can be had by the day for \$1.00, and a large three-seated wagon and driver, for an all-day picnic jaunt for from \$2.00 to \$3.00.

From many of these places early morning trains will land one in Boston by 10 o'clock, and, leaving again at 3 o'clock, or later, set one down at the family's boarding place before dark.

Beside the information which is contained in the foregoing description of places, and the lists of hotels and boarding places, tours, time-tables, etc., in subsequent pages of this book, additional information, as far as possible, will be willingly given by the passenger department of the Boston & Lowell Railroad on application, in person or by letter, at the office in the station on Causeway Street, or the office at 218 Washington Street, Boston.

Tours for the Season of 1886.

CHAPTER XII.

The following forms of excursion tickets to local points on the Boston & Lowell Railroad, and return, are good until Oct. 31, 1886:

Tour No.	Form	TO	Boston or Salem.	Lawrence.	Lowell.
1	L R	Amherst, N.H.....	\$2.40		
2	L R	Antrim, N.H.....	3.90	\$2.00	\$1.25
3	50 R	Ashland, N.H.....	5.90	3.75	3.00
4	L R	Bennington, N.H.....	3.80	5.40	6.40
5	571 R	Blair's, N.H.....	6.60	3.60	2.85
6	32 R	Bradford, N.H.....	4.75	6.10	6.10
7	82 R	Bristol, N.H.....	4.50	4.25	4.25
8	572 R	Campton Village, N.H.....	6.80	4.00	4.00
9	88 R	Canaan, N.H.....	5.50	6.30	6.30
10	37 R	Claremont, N.H.....	6.00	5.00	5.00
11	86 R	Danbury, N.H.....	5.00	5.50	5.50
11A	83 R	East Andover, N.H.....	4.40	4.50	4.50
12	91 R	East Lebanon, N.H.....	6.10	3.90	3.90
13	90 R	Enfield, N.H.....	6.00	5.60	5.60
14	80 R	Franklin, N.H.....	4.25	5.50	5.50
14A	87 R	Grafton, N.H.....	5.20	3.50	3.60
15	372 R	Grafton Centre, N.H.....	5.25	4.70	4.70
16	L R	Greenfield, N.H.....	3.35	4.75	4.75
17	69 R	Groveton Junction, N.H.....	10.75	3.10	2.35
18	L R	Hancock, N.H.....	8.80	10.25	10.25
19	L R	Harrisville, N.H.....	4.10	3.60	2.85
20	56 R	Haverhill, N.H.....	8.60	4.00	3.25
21	L R	Hillsboro, N.H. (via Hancock Junction).	4.25	8.10	8.10
22	29 R	Hillsboro, N.H. (via Concord).....	4.75	4.15	3.40
23	L R	Keene, N.H.....	5.40	3.50	3.50
24	43 R	Laconia, N.H.....	5.00	4.75	4.00
25	44 R	Lake Village, N.H.....	5.00	4.25	4.25
26	68 R	Lancaster, N.H.....	10.75	4.25	4.25
27	92 R	Lebanon, N.H.....	6.25	10.25	10.25
28	59 R	Lisbon, N.H.....	9.75	5.75	5.75
29	60 R	Littleton, N.H.....	10.00	9.25	9.25
30	L R	Marlboro', N.H.....	5.00	9.50	9.50
31	48 R	Meredith, N.H.....	5.30	4.40	3.65
32	L R	Milford, N.H.....	2.60	4.80	4.80
33	33 R	Newbury, N.H.....	5.00	2.25	1.50
34	36 R	Newport, N.H.....	5.60	4.50	4.50
34A	70 R	North Haverhill, N.H.....	8.75	5.10	5.10
35	575 R	North Woodstock, N.H.....	7.70	8.25	8.25
36	L R	Peterboro', N.H.....	4.70	7.20	7.20
37	51 R	Plymouth, N.H.....	6.30	3.90	3.15
38	84 R	Potter Place, N.H.....	4.50	5.80	5.80
39	L R	South Lyndeboro', N.H.....	3.00	4.00	4.00
40	35 R	Sunapee, N.H.....	5.50	2.75	2.00
41	41 R	Tilton, N.H.....	4.75	5.00	5.00
42	30 R	Warner, N.H.....	4.25	3.75	3.75
43	55 R	Warren, N.H.....	7.60	3.50	3.50
44	45 R	Weirs, N.H.....	5.00	7.10	7.10
45	573 R	West Thornton, N.H.....	7.20	4.50	4.50
46	65 R	Whitefield, N.H.....	10.50	6.70	6.70
47	94 R	White River Junction, Vt.....	6.40	10.00	10.00
48	L R	Wilton, N.H.....	2.75	6.00	6.00
49	574 R	Woodstock, N.H.....	7.40	1.45	1.70
50	57 R	Woodsville, N.H.....	8.90	6.90	6.90
				8.40	8.40

‡ If limited to continuous passage, \$4.00.

SIDE TRIPS.

The side trips are given in this place with the belief that it is the most convenient form for reference in connection with the tours that follow. A glance at the very complete general map inserted in the first part of the book will enable the reader to determine how to use them to the best advantage.

No. 54 A. AUSABLE CHASM, N.Y. 1555 Ext.

Burlington to Port Kent.....Champlain Trans. Co.
Port Kent to Ausable Chasm.....Stage.
Return same route.

Rate \$1.75.

No. 51. BETHLEHEM, N.H. 1531 Ext

Usable with any Ticket to or via Bethlehem Junction.
Bethlehem Junction to Bethlehem.....Profile & Franconia Notch R.R.
Return same route.

Rate \$1.00.

No. 52. CENTRE HARBOR, N.H. 1500 Ext

Usable with any ticket via Weirs.
Weirs to Centre Harbor.....Steamer "Lady of the Lake."
Return same route.

Rate 50 cents.

No. 53. CRAWFORD HOUSE, N.H. 1540 Ext

Usable with any ticket to or via Fabyan's.
Fabyan's to Crawford's.....Portland & Ogdensburg R.R.
Return same route.

Rate 60 cents.

No. 54. FABYAN'S, N.H. 1520 Ext

Usable with any ticket to or via Woodsville or Wells River.
Woodsville or Wells River to Fabyan's.....Boston & Lowell R.R.
Return same route.

Rate \$4.00.

No. 55. JEFFERSON, N.H. 1525 Ext

Usable with any ticket to or via Wing Road.
Wing Road to Whitefield.....Boston & Lowell R.R.
Whitefield to Jefferson.....Whitefield & Jefferson R.R.
Return same route.

Rate \$1.70.

No. 56. MAPLEWOOD, N.H. 1530 Ext

Usable with any ticket to or via Bethlehem Junction.
Bethlehem Junction to Mapewood.....Profile & Franconia Notch R.R.
Return same route.

Rate 70 cents.

No. 57. MOUNT WASHINGTON, N.H. 1535 Ext

Usable with any ticket to or via Fabyan's
Fabyan's to Base Station.....Boston & Lowell R.R.
Base Station to Summit.....Mount Washington Ry.
Return same route.

Rate \$6.00.

n the
1886:

Lowell.

\$1.25

3.00

5.40

2.85

6.10

4.25

4.00

6.30

5.00

5.60

4.50

3.90

5.60

5.50

3.60

4.70

4.75

2.35

10.25

2.85

3.25

8.10

3.40

3.50

4.00

4.25

4.25

0.25

5.75

9.25

9.50

3.65

4.80

1.50

4.50

5.10

8.25

7.20

3.15

5.80

4.00

2.00

5.00

3.75

3.50

7.10

4.50

6.70

0.00

6.00

1.70

6.90

8.40

No. 58.

MOUNT WASHINGTON, N.H.

1536 Ext

Usable with any Fabyan's ticket.

Fabyan's to Base Station Boston & Lowell R.R.
 Base Station to Summit Mount Washington Ry.
 Summit to Glen House Stage Line.
 Glen House to Glen Station Stage Line.
 Glen Station to Fabyan's Portland and Ogdensburg R.R.

Rate \$11.25.

No. 59.

MOUNT PLEASANT HOUSE, N.H.

1521 Ext

Usable with any ticket to or via Woodsville or Wells River.

Woodsville or Wells River to Mount Pleasant House. } Boston & Lowell R.R.

Return same route.

Rate \$4.00.

No. 60.

MOUNT MOOSILAUKE, N.H.

1512 Ext

Usable with any ticket to or via Warren.

Warren to Summit of Mountain Stage Line.

Return same route.

Rate \$3.25.

No. 61.

NORTH CONWAY, N.H.

1543 Ext

Usable with any Fabyan's ticket.

Fabyan's to North Conway Portland & Ogdensburg R.R.

Return same route.

Rate \$4.00.

No. 62.

PROFILE HOUSE, N.H.

1532 Ext

Usable with any ticket to or via Bethlehem Junction.

Bethlehem Junction to Profile House Profile & Franconia Notch R.R.

Return same route.

Rate \$3.00.

No. 63.

PROFILE HOUSE, N.H.

1508 Ext

Usable with any ticket to or via Plymouth.

Plymouth to North Woodstock Boston & Lowell R.R.
 North Woodstock to Profile House P. V. Stage Line.

Return same route.

Rate \$5.40.

No. 64.

TWIN MOUNTAIN HOUSE, N.H.

1515 Ext

Usable with any ticket to or via Woodsville or Wells River.

Woodsville or Wells River to Twin Mountain House. } Boston & Lowell R.R.

Return same route.

Rate \$3.60.

No. 65.

WOLFEBORO', N.H.

1505 Ext

Usable with any ticket to or via Weirs.

Weirs to Wolfeboro' Steamer "Lady of the Lake."

Return same route.

Rate 50 cents.

LAKE WINNIPESAUKEE.

Tickets for these Tours expire October 20th.

No. 66.

CENTRE HARBOR, N.H.

45 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Weirs.....Boston & Lowell R.R.
 Weirs to Centre Harbor.....Steamer "Lady of the Lake,"
 Return same route.
 Rate from Boston \$5.00; from Salem, Lawrence, or Lowell \$4.50.

No. 67.

Limited.

SL 46 R

Same route as No. 66, but limited to continuous passage in both directions.
 Rate from Boston, Salem, Lawrence, or Lowell \$4.00.

No. 68.

Via Weirs; return via Wolfeboro'.

1600 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Weirs.....Boston & Lowell R.R.
 Weirs to Centre Harbor.....Steamer "Lady of the Lake."
 Centre Harbor to Wolfeboro'.....Steamer "Lady of the Lake."
 Wolfeboro' to Boston.....Boston & Maine R.R.
 Rate from Boston \$7.50; from Salem, Lawrence or Lowell \$6.70.

No. 69.

WOLFEBORO', N.H.

47 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Weirs.....Boston & Lowell R.R.
 Weirs to Wolfeboro'.....Steamer "Lady of the Lake,"
 Return same route.
 Rate from Boston \$5.00; from Salem, Lawrence or Lowell \$4.50.

No. 70.

Limited.

SL 47 R

Same route as No. 69, but tickets are limited to continuous passage in both directions.
 Rate from Boston, Salem, Lawrence, or Lowell \$4.00.

LAKE MEMPHREMAGOG.

NEWPORT, VT.

No. 71.

Via Wells River.

165 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Return same route.

Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.

No. 72.

Via Wells River; return via White River Junction.

1735 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Newport to White River Junction.....Passumpsic R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.

NEWPORT—Continued.

No. 73.	Via White River Junction; return via Wells River.	1738 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to White River Junction.....	Boston & Lowell R.R.	
White River Junction to Newport.....	Passumpsic R.R.	
Newport to Wells River.....	Passumpsic R.R.	
Wells River to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.		

WHITE MOUNTAINS.

No. 74.	BETHLEHEM, N.H.	73 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Bethlehem Junction.....	Boston & Lowell R.R.	
Bethlehem Junction to Bethlehem.....	Profile & Franconia Notch R.R.	
Return same route.		
Rate from Boston \$11.50; from Salem, Lawrence, or Lowell \$11.00.		

No. 75.	MAPLEWOOD, N.H.	72 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Bethlehem Junction.....	Boston & Lowell R.R.	
Bethlehem Junction to Mapewood.....	Profile & Franconia Notch R.R.	
Return same route.		
Rate from Boston \$11.20; from Salem, Lawrence, or Lowell \$10.70.		

No. 76.	BETHLEHEM JUNCTION, N.H.	62 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Bethlehem Junction.....	Boston & Lowell R.R.	
Return same route.		
Rate from Boston \$10.50; from Salem, Lawrence, or Lowell \$10.00.		

No. 77.	CRAWFORD HOUSE, N.H.	314 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to Crawford.....	Portland & Ogdensburg R.R.	
Return same route.		
Rate from Boston \$11.60; from Salem, Lawrence, or Lowell \$11.10.		

No. 77 A	JEFFERSON, N.H.	405 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Whitefield.....	Boston & Lowell R.R.	
Whitefield to Jefferson.....	Whitefield & Jefferson R.R.	
Return same route.		
Rate from Boston \$11.00, from Salem, Lawrence, or Lowell \$10.50.		

No. 78.	FABYAN'S.	64 R
Via Direct Line.		
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Return same route.		
Rate from Boston \$11.00; from Salem, Lawrence, or Lowell \$10.50.		

FABYAN'S—Continued.

No. 79. Via Direct Line; return via Profile House and North Woodstock.

Boston to Nashua.....	Boston & Lowell R.R.	1630 X
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to Bethlehem Junction.....	Boston & Lowell R.R.	
Bethlehem Junction to Profile House.....	Profile & Franconia Notch R.R.	
Profile House to North Woodstock.....	P. V. Stage Line.	
North Woodstock to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$14.45; from Salem, Lawrence, or Lowell \$13.95.		

No. 80. Via North Woodstock and Profile House; return direct.

Boston to Nashua.....	Boston & Lowell R.R.	1650 X
Nashua to Concord.....	Concord R.R.	
Concord to North Woodstock.....	Boston & Lowell R.R.	
North Woodstock to Profile House.....	P. V. Stage Line.	
Profile House to Bethlehem Junction.....	Profile & Franconia Notch R.R.	
Bethlehem Junction to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$14.45; from Salem, Lawrence, or Lowell \$13.95.		

No. 81. Via Direct Line; return via Lake Winnepesaukee.

Boston to Nashua.....	Boston & Lowell R.R.	1636 X
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to North Conway.....	Portland & Ogdensburg R.R.	
North Conway to Wolfeboro'.....	Boston & Maine R.R.	
Wolfeboro' to Weirs.....	Steamer "Lady of the Lake."	
Weirs to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$13.05; from Salem, Lawrence, or Lowell \$12.55.		

No. 82. Via Lake Winnepesaukee; return direct.

Boston to Nashua.....	Boston & Lowell R.R.	1665 X
Nashua to Concord.....	Concord R.R.	
Concord to Weirs.....	Boston & Lowell R.R.	
Weirs to Centre Harbor and Wolfeboro'.....	Steamer "Lady of the Lake."	
Wolfeboro' to North Conway.....	Boston & Maine R.R.	
North Conway to Fabyan's.....	Portland & Ogdensburg R.R.	
Fabyan's to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$13.05; from Salem, Lawrence, or Lowell \$12.55.		

No. 83. Via Direct Line; return via Portland and Old Orchard.

Boston to Nashua.....	Boston & Lowell R.R.	1638 X
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to Portland.....	Portland & Ogdensburg R.R.	
Portland to Boston.....	Boston & Maine R.R.	
Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.		

No. 84. Via Direct Line; return via North Conway.

Boston to Nashua.....	Boston & Lowell R.R.	1635 X
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to North Conway.....	Portland & Ogdensburg R.R.	
North Conway to Boston.....	Boston & Maine R.R.	
Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.		

No. 85. Via Direct Line; return via Portland and Steamer.

Boston to Nashua.....	Boston & Lowell R.R.	1640 X
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to Portland.....	Portland & Ogdensburg R.R.	
Portland to Boston.....	Portland Steam Packet Co.	
Not including transfer in Portland or state-room on steamer.		
Rate from Boston \$10.50.		

FABYAN'S—Continued.

Via North Woodstock and Profile House; return via North Conway.

No. 86.		1655 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to North Woodstock.....	Boston & Lowell R.R.	
North Woodstock to Profile House.....	P. V. Stage Line.	
Profile House to Bethlehem Junction.....	Profile & Franconia Notch R.R.	
Bethlehem Junction to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to North Conway.....	Portland & Ogdensburg R.R.	
North Conway to Boston.....	Boston & Maine R.R.	
Rate from Boston \$14.45; from Salem, Lawrence, or Lowell \$13.95.		

Via Pem. Valley; return via No. Conway and Lake Winnepesaukee.

No. 87.		1660 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to No. Woodstock.....	Boston & Lowell R.R.	
No. Woodstock to Profile House.....	Pemigewasset Valley Stage.	
Profile House to Bethlehem Junction.....	Profile and Franconia Notch R.R.	
Bethlehem Junction to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to No. Conway.....	Portland & Ogdensburg R.R.	
No. Conway to Wolfboro'.....	Boston & Maine R.R.	
Wolfboro' to Weirs.....	Winn. Steamboat Co.	
Weirs to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$15.50; from Salem, Lawrence, or Lowell \$15.00.		

No. 88.	MOUNT PLEASANT, N.H.	188 R
	Same rate and route as Fabyan's, No. 78.	

MOUNT WASHINGTON.

No. 89.	Via Direct Line.	345 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Base Station.....	Boston & Lowell R.R.	
Base Station to Summit.....	Mount Washington Ry.	
Rate from Boston \$17.00; from Salem, Lawrence or Lowell \$16.50.	Return same route.	

Via Direct Line; return via Profile House and North Woodstock.

No. 90.		1670 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Base Station.....	Boston & Lowell R.R.	
Base Station to Summit.....	Mount Washington Ry.	
Summit to Base Station.....	Mount Washington Ry.	
Base Station to Bethlehem Junction.....	Boston & Lowell R.R.	
Bethlehem Junction to Profile House.....	Profile & Franconia Notch R.R.	
Profile House to North Woodstock.....	P. V. Stage Line.	
North Woodstock to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$20.45; from Salem, Lawrence, or Lowell \$19.95.		

No. 91. Via North Woodstock and Profile House; return direct.

		1690 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to North Woodstock.....	Boston & Lowell R.R.	
North Woodstock to Profile House.....	P. V. Stage Line.	
Profile House to Bethlehem Junction.....	Profile & Franconia Notch R.R.	
Bethlehem Junction to Base Station.....	Boston & Lowell R.R.	
Base Station to Summit.....	Mount Washington Ry.	
Summit to Base Station.....	Mount Washington Ry.	
Base Station to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$20.45; from Salem, Lawrence, or Lowell \$19.95.		

MT. WASHINGTON—Continued.

No. 92. Via Direct Line; return Via Glen House and North Conway. 1630 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Base Station.....Boston & Lowell R.R.
 Base Station to Summit.....Mount Washington Ry.
 Summit to Glen House.....Stage Line.
 Glen House to Glen Station.....Stage Line.
 Glen Station to North Conway.....Portland & Ogdensburg R.R.
 North Conway to Boston.....Boston & Maine R.R.
 Rate from Boston \$19.75; from Salem, Lawrence, or Lowell \$19.25.

No. 93. Via Direct Line; return via Glen House and Gorham. 1675 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Base Station.....Boston & Lowell R.R.
 Base Station to Summit.....Mount Washington Ry.
 Summit to Glen House.....Stage Line.
 Glen House to Gorham.....Stage Line.
 Gorham to Portland.....Grand Trunk Ry.
 Portland to Boston.....Boston & Maine R.R.
 Rate from Boston \$20.30; from Salem, Lawrence, or Lowell \$19.80.

Via Direct Line; return via Glen House, North Conway, and Lake Winnepesaukee. 1684 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Base Station.....Boston & Lowell R.R.
 Base Station to Summit.....Mount Washington Ry.
 Summit to Glen House.....Stage Line.
 Glen House to Glen Station.....Stage Line.
 Glen Station to North Conway.....Portland & Ogdensburg R.R.
 North Conway to Wolfeboro'.....Boston & Maine R.R.
 Wolfeboro' to Weirs.....Steamer "Lady of the Lake."
 Weirs to Concord.....Concord R.R.
 Concord to Nashua.....Boston & Lowell R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$20.80; from Salem, Lawrence, or Lowell \$20.30.

No. 95. Via Direct Line; return via Glen Station and Crawford Notch. 1677 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Base Station.....Boston & Lowell R.R.
 Base Station to Summit.....Mount Washington Ry.
 Summit to Glen House.....Stage Line.
 Glen House to Glen Station.....Stage Line.
 Glen Station to Fabyan's.....Portland & Ogdensburg R.R.
 Fabyan's to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$23.25; from Salem, Lawrence, or Lowell \$22.75.

No. 96. Via North Woodstock and Profile House; return via Glen House and North Conway. 1695 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to North Woodstock.....Boston & Lowell R.R.
 North Woodstock to Profile House.....P. V. Stage Line.
 Profile House to Bethlehem Junction.....Profile & Franconia Notch R.R.
 Bethlehem Junction to Base Station.....Boston & Lowell R.R.
 Base Station to Summit.....Mount Washington Ry.
 Summit to Glen House.....Stage Line.
 Glen House to Glen Station.....Stage Line.
 Glen Station to North Conway.....Portland & Ogdensburg R.R.
 North Conway to Boston.....Boston & Maine R.R.
 Rate from Boston \$22.20; from Salem, Lawrence, or Lowell \$21.70.

MT. WASHINGTON—Continued.

Via North Woodstock and Profile House; return via Glen House, North Conway, and Lake Winnepesaukee. 1699 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to North Woodstock.....	Boston & Lowell R.R.
North Woodstock to Profile House.....	P. V. Stage Line.
Profile House to Bethlehem Junction.....	Profile & Franconia Notch R.R.
Bethlehem Junction to Base Station.....	Boston & Lowell R.R.
Base Station to Summit.....	Mount Washington Ry.
Summit to Glen House.....	Stage Line.
Glen House to Glen Station.....	Stage Line.
Glen Station to North Conway.....	Portland & Ogdensburg R.R.
North Conway to Wolfeboro'.....	Boston & Maine R.R.
Wolfeboro' to Weirs.....	Steamer "Lady of the Lake."
Weirs to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$23.25; from Salem, Lawrence, or Lowell \$22.75.	

PROFILE HOUSE.

Via All Rail Line. 400 R

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Bethlehem Junction.....	Boston & Lowell R.R.
Bethlehem Junction to Profile House.....	Profile & Franconia Notch R.R.
Return same route.	
Rate from Boston \$13.50; from Salem, Lawrence or Lowell \$13.00.	

Via All Rail; return via North Woodstock. 1615 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Bethlehem Junction.....	Boston & Lowell R.R.
Bethlehem Junction to Profile House.....	Profile & Franconia Notch R.R.
Profile House to North Woodstock.....	P. V. Stage Line.
North Woodstock to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$13.50; from Salem, Lawrence, or Lowell \$13.00.	

Via North Woodstock; return All Rail. 1620 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to North Woodstock.....	Boston & Lowell R.R.
North Woodstock to Profile House.....	P. V. Stage Line.
Profile House to Bethlehem Junction.....	Profile & Franconia Notch R.R.
Bethlehem Junction to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$13.50; from Salem, Lawrence, or Lowell \$13.00.	

Via North Woodstock. 310 R

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to North Woodstock.....	Boston & Lowell R.R.
North Woodstock to Profile House.....	P. V. Stage Line.
Return same route.	
Rate from Boston \$11.70; from Salem, Lawrence, or Lowell \$11.20.	

TWIN MOUNTAIN HOUSE. 63 R

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Twin Mountain House.....	Boston & Lowell R.R.
Return same route.	
Rate from Boston \$10.75; from Salem, Lawrence, or Lowell \$10.25.	

VERMONT TOURS.

To Local Points on C. V. R.R.

No. 103.

Via White River Junction.

434 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Jct. to the following stations...Central Vermont R.R.

Return same route.

Rates given are from Boston; Salem, Lawrence, or Lowell are 50 cents less.

Sharon.....\$7.40	Barre.....\$10.00	St. Albans.....\$12.00
South Royaiton.....7.70	Waterbury.....10.00	Swanton.....12.50
Bethel.....8.20	Richmond.....10.75	Alburgh Springs.....12.50
Randolph.....8.70	Essex Junction.....11.50	Rouses Point.....13.00
Roxbury.....9.00	Burlington.....11.50	Highgate Springs.....13.50
Northfield.....9.25	Milton.....11.75	St. Johns, Can.....14.00
Montpelier.....9.50	Georgia.....11.85	

MONTPELIER, VT.

No. 104.

Via Wells River.

445 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Montpelier.....Montpelier & Wells River R.R.

Return same route.

Rate from Boston \$9.50; from Salem, Lawrence, or Lowell \$9.00.

No. 105.

Via White River Junction; return via Wells River.

1725 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to Montpelier.....Central Vermont R.R.
 Montpelier to Wells River.....Montpelier & Wells River R.R.
 Wells River to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.

Rate from Boston \$9.50; from Salem, Lawrence, or Lowell \$9.00.

No. 105 A.

Via Wells River; return via White River Junction.

1728 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Montpelier.....Montpelier & Wells River R.R.
 Montpelier to White River Junction.....Central Vermont R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.

Rate from Boston \$9.50; from Salem, Lawrence, or Lowell \$9.00.

No. 106.

MOUNT MANSFIELD (Stowe), VT.

380 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to Waterbury.....Central Vermont R.R.
 Waterbury to Stowe.....Stage.

Return same route.

Rate from Boston \$11.00; from Salem, Lawrence, or Lowell \$10.50.

STOWE, VT. (Mt. Mansfield.)

No. 106 A.

Via Morrisville.

361 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to St. Johnsbury.....Passumpsic R.R.
 St. Johnsbury to Morrisville.....Boston & Lowell R.R.
 Morrisville to Stowe.....Stage.

Return same route.

Rate from Boston \$11.00; from Salem, Lawrence, or Lowell \$10.50.

WELLS RIVER, VT.No. 106 B. **Via Plymouth; return via White River Junction.**

1705 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to White River Junction.....Passumpsic R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.

Rate from Boston \$8.90; from Salem, Lawrence, or Lowell \$8.40.

No. 106 C. **Via White River Junction; return via Plymouth.**

1708 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to Wells River.....Passumpsic R.R.
 Wells River to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.

Rate from Boston \$8.90; from Salem, Lawrence, or Lowell \$8.40.

No. 106 D.

WOODSTOCK, VT.

351 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to Woodstock.....Woodstock R.R.

Return same route.

Rate from Boston \$7.90; from Salem, Lawrence, or Lowell \$7.40.

ALBURGH SPRINGS, VT.

No. 106 E.

Via St. Johnsbury.

370 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to St. Johnsbury.....Passumpsic R.R.
 St. Johnsbury to Swanton.....Boston & Lowell R.R.
 Swanton to Alburgh Springs.....Central Vermont R.R.

Return same route.

Rate from Boston \$12.50; from Salem, Lawrence or Lowell \$12.00.

No. 107.

SHELDON SPRINGS.

592 R.

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to St. Albans.....Central Vermont R.R.
 St. Albans to Congress Hall.....Missisquoi R.R.

Return same route.

Rate from Boston \$12.50; from Salem, Lawrence, or Lowell \$12.00.

CAMBRIDGE JUNCTION, VT.

No. 107 A. Via St. Johnsbury; return via White River Junction.

1830 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Wells River.....	Boston & Lowell R.R.
Wells River to St. Johnsbury.....	Passumpsic R.R.
St. Johnsbury to Cambridge Junction.....	Boston & Lowell R.R.
Cambridge Junction to Essex Junction.....	Burlington & Lamoille R.R.
Essex Junction to White River Junction.....	Central Vermont R.R.
White River Junction to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.	

No. 107 B. Via White River Junction; return via St. Johnsbury.

1835 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to White River Junction.....	Boston & Lowell R.R.
White River Junction to Essex Junction.....	Central Vermont R.R.
Essex Junction to Cambridge Junction.....	Burlington & Lamoille R.R.
Cambridge Junction to St. Johnsbury.....	Boston & Lowell R.R.
St. Johnsbury to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$12.00; from Salem, Lawrence, or Lowell \$11.50.	

ST. JOHNSBURY, VT.

No. 107 C. Via Wells River; return via White River Junction.

1715 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Wells River.....	Boston & Lowell R.R.
Wells River to St. Johnsbury.....	Passumpsic R.R.
St. Johnsbury to White River Junction.....	Passumpsic R.R.
White River Junction to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$10.00; from Salem, Lawrence, or Lowell \$9.50.	

No. 107 D. Via White River Junction; return via Wells River.

1718 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to White River Junction.....	Boston & Lowell R.R.
White River Junction to St. Johnsbury.....	Passumpsic R.R.
St. Johnsbury to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$10.00; from Salem, Lawrence, or Lowell \$9.50.	

To Local Points on Vermont Division.

No. 107 E.

Via St. Johnsbury.

410 R

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Wells River.....	Boston & Lowell R.R.
Wells River to St. Johnsbury.....	Passumpsic R.R.
St. Johnsbury to the following stations.....	Boston & Lowell R.R.

Return same route.

Rates given are from Boston; Salem, Lawrence, or Lowell are 50 cents less.			
Lunenburg.....	\$11 00	Greensboro'.....	\$11 00
E. Concord.....	11 00	E. Hardwick.....	11 00
Miles Pond.....	11 00	Hardwick.....	11 00
No. Concord.....	10 80	Wolcott.....	11 00
W. Concord.....	10 80	Morrisville.....	11 00
E. St. Johnsbury.....	10 30	Hyde Park.....	11 20
Danville.....	10 80	Johnson.....	11 60
W. Danville.....	11 00	Cambridge Junc.....	12 00
Walden.....	11 00	Fletcher.....	12 30
		E. Fairfield.....	\$12 50
		Fairfield.....	12 50
		Sheldon.....	12 50
		Sheldon Junction.....	12 50
		E. Highgate.....	12 50
		E. Highgate.....	12 50
		E. Swanton.....	12 50
		Swanton.....	12 50
		Maquam Bay.....	12 50

Vermont and Canadian Tours to Local Points on Passumpsic R.R.

No. 108.

Via White River Junction.

437 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Jct. to the following stations..Passumpsic R.R.
 Return same route.

Rates given are from Boston; Salem, Lawrence, or Lowell are 50 cents less.

Norwich, Vt.....\$6.75
 Thetford, Vt.....7.30
 Elv, Vt.7.55
 Fairlee, Vt.....7.75
 Bradford, Vt.....8.20
 Newbury, Vt.....8.65

Wells River, Vt...\$8.90
 Barnet, Vt.....9.60
 St. Johnsbury, Vt., 10.00
 Lyndonville, Vt....10.00
 West Burke, Vt....10.00
 Barton, Vt.....11.00

Barton Ldg., Vt. \$11.25
 Stanstead, P.Q....12.40
 Ayers Flats, P.Q...13.00
 Lennoxville, P.Q...13.85
 Sherbrooke, P.Q...14.00

Vermont and Canadian Tours to Local Points on Passumpsic R.R.

No. 109.

Via Wells River.

432 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to the following stations.....Passumpsic R.R.
 Return same route.

Rates given are from Boston; Salem, Lawrence, or Lowell are 50 cents less.

St. Johnsbury, Vt. \$10.00
 Lyndonville, Vt....13.00
 West Burke, Vt....10.00

Barton, Vt.....\$11.00
 Barton Landing, Vt. 11.25
 Stanstead, P.Q.....12.40

Ayer's Flats, P.Q. \$13.00
 Lennoxville, P.Q...13.85
 Sherbrooke, P.Q....14.00

CANADIAN TOURS.

MONTREAL.

No. 110.

Via C. V. Line.

125 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to St. Johns.....Central Vermont R.R.
 St. Johns to Montreal.....Grand Trunk Ry.
 Return same route.

Rate from Boston \$14.00; from Salem, Lawrence, or Lowell \$14.00.

No. 111.

Via C. V. Line; return via M. & B. Air Line.

1760 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to St. Johns.....Central Vermont R.R.
 St. Johns to Montreal.....Grand Trunk Ry.
 Montreal to Newport.....South Eastern Ry.
 Newport to Wells River.....Passumpsic R.R.
 Wells River to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.

MONTREAL-Continued.

No. 112. Via M. & B. Air Line; return via C. V. Line. 1770 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Newport to Montreal.....South Eastern Ry.
 Montreal to St. Johns.....Grand Trunk Ry.
 St. Johns to White River Junction.....Central Vermont R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.

No. 113. Via M. & B. Air Line. 308 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Newport to Montreal.....South Eastern Ry.
 Return same route.
 Rate from Boston \$14.00; from Salem, Lawrence, or Lowell \$14.00.

No. 114. Via Ogdensburg, N.Y.; return via St. Lawrence River. 1750 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to Rouses Point.....Central Vermont R.R.
 Rouses Point to Ogdensburg.....Ogdensburg & Lake Champlain R.R.
 Ogdensburg to Prescott.....Ferry.
 Prescott to Montreal.....Grand Trunk Ry., or R. & O. Nav. Co.
 Montreal to St. Johns.....Grand Trunk Ry.
 St. Johns to White River Junction.....Central Vermont R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$20.00; from Salem, Lawrence, or Lowell \$19.50.

No. 115. Via Groveton; return via C. V. Line. 1780 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to Montreal.....Grand Trunk Ry.
 Montreal to St. Johns.....Grand Trunk Ry.
 St. Johns to White River Junction.....Central Vermont R.R.
 White River Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.

No. 116. Via C. V. Line; return via Groveton. 1763 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to White River Junction.....Boston & Lowell R.R.
 White River Junction to St. Johns.....Central Vermont R.R.
 St. Johns to Montreal.....Grand Trunk Ry.
 Montreal to Groveton Junction.....Grand Trunk Ry.
 Groveton Junction to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.

No. 117. Via Groveton; return via M. & B. Air Line. 1783 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to Montreal.....Grand Trunk Ry.
 Montreal to Newport.....South Eastern Ry.
 Newport to Wells River.....Passumpsic R.R.
 Wells River to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.

MONTREAL—Continued.

No. 118.	Via M. & B. Air Line; return via Groveton.	1773 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Wells River.....	Boston & Lowell R.R.	
Wells River to Newport.....	Passumpsic R.R.	
Newport to Montreal.....	South Eastern Ry.	
Montreal to Groveton Junction.....	Grand Trunk Ry.	
Groveton Junction to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$16.00; from Salem, Lawrence, or Lowell \$15.50.		
No. 119.	Via Fabyan's; return via M. & B. Air Line.	1777 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to St. Johnsbury.....	Boston & Lowell R.R.	
St. Johnsbury to Newport.....	Passumpsic R.R.	
Newport to Montreal.....	South Eastern Ry.	
Montreal to Newport.....	South Eastern Ry.	
Newport to Wells River.....	Passumpsic R.R.	
Wells River to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$20.00; from Salem, Lawrence, or Lowell \$19.50.		
No. 120.	Via Fabyan's; return via Central Vermont Line.	1778 X
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Fabyan's.....	Boston & Lowell R.R.	
Fabyan's to St. Johnsbury.....	Boston & Lowell R.R.	
St. Johnsbury to Newport.....	Passumpsic R.R.	
Newport to Montreal.....	South Eastern Ry.	
Montreal to St. Johnsbury.....	Grand Trunk Ry.	
St. Johnsbury to White River Junction.....	Central Vermont R.R.	
White River Junction to Concord.....	Boston & Lowell R.R.	
Concord to Nashua.....	Concord R.R.	
Nashua to Boston.....	Boston & Lowell R.R.	
Rate from Boston \$20.00; from Salem, Lawrence, or Lowell \$19.50.		

OTTAWA.

No. 121.	Boston to Montreal and return by any route given.	1563 Ext
Montreal to Coteau.....	Grand Trunk Ry.	
Coteau to Ottawa.....	Canada Atlantic Ry.	
Return same route.		
Rate \$4.00 added to Montreal.		
No. 122.	Boston to Montreal and return by any route given.	1560 Ext
Montreal to Ottawa and return.....	Canadian Pacific Ry.	
Rate \$4.00 added to Montreal.		
No. 123.	Boston to Montreal and return by any route given.	1566 Ext
Montreal to Ottawa.....	Canadian Pacific Ry.	
Ottawa to Prescott.....	Canadian Pacific Ry.	
Prescott to Montreal.....	Grand Trunk Ry., or R. & O. Nav. Co.	
Rate \$7.85 added to Montreal.		

QUEBEC.

No. 124.	Via M. & B. Air Line and Grand Trunk Ry.	468 R
Boston to Nashua.....	Boston & Lowell R.R.	
Nashua to Concord.....	Concord R.R.	
Concord to Wells River.....	Boston & Lowell R.R.	
Wells River to Sherbrooke.....	Passumpsic R.R.	
Sherbrooke to Quebec.....	Grand Trunk Ry.	
Return same route.		
Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.		

QUEBEC—Continued.

No. 125. Via Sherbrooke; return via Montreal Air Line. 1795 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Wells River.....	Boston & Lowell R.R.
Wells River to Sherbrooke.....	Passumpsic R.R.
Sherbrooke to Quebec.....	Grand Trunk Ry.
Quebec to Montreal.....	North Shore Ry., or R. & O. Nav. Co.
Montreal to Newport.....	South Eastern Ry.
Newport to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.	

No. 126. Via Montreal Air Line; return via Sherbrooke. 1793 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Wells River.....	Boston & Lowell R.R.
Wells River to Newport.....	Passumpsic R.R.
Newport to Montreal.....	South Eastern Ry.
Montreal to Quebec.....	North Shore Ry., or R. & O. Nav. Co.
Quebec to Sherbrooke.....	Grand Trunk Ry.
Sherbrooke to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.	

No. 127. Via C. V. Line and Montreal. 466 R

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to White River Junction.....	Boston & Lowell R.R.
White River Junction to St. Johns.....	Central Vermont R.R.
St. Johns to Montreal.....	Grand Trunk Ry.
Montreal to Quebec.....	North Shore Ry., or R. & O. Nav. Co.
Return same route.	
Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.	

No. 128. Via Montreal, C. V. Line; return via Sherbrooke. 1790 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to White River Junction.....	Boston & Lowell R.R.
White River Junction to St. Johns.....	Central Vermont R.R.
St. Johns to Montreal.....	Grand Trunk Ry.
Montreal to Quebec.....	North Shore Ry., or R. & O. Nav. Co.
Quebec to Sherbrooke.....	Grand Trunk Ry.
Sherbrooke to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$18.00, from Salem, Lawrence, or Lowell \$17.50.	

No. 129. Via Groveton; return via Sherbrooke. 1797 X

Boston to Nashua.....	Boston & Lowell R.R.
Nashua to Concord.....	Concord R.R.
Concord to Groveton.....	Boston & Lowell R.R.
Groveton to Quebec.....	Grand Trunk Ry.
Quebec to Sherbrooke.....	Grand Trunk Ry.
Sherbrooke to Wells River.....	Passumpsic R.R.
Wells River to Concord.....	Boston & Lowell R.R.
Concord to Nashua.....	Concord R.R.
Nashua to Boston.....	Boston & Lowell R.R.
Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.	

QUEBEC—Continued.

No. 130. Via Sherbrooke; return via Groveton. 175 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Sherbrooke.....Passumpsic R.R.
 Sherbrooke to Quebec.....Grand Trunk Ry.
 Quebec to Groveton.....Grand Trunk Ry.
 Groveton to Concord.....Boston & Lowell R.R.
 Concord to Nashua.....Concord R.R.
 Nashua to Boston.....Boston & Lowell R.R.
 Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.

No. 131. Via M. & B. Air Line and Montreal. 460 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Newport to Montreal.....South Eastern Ry.
 Montreal to Quebec.....North Shore Ry., or R. & O. Nav. Co.
 Return same route.
 Rate from Boston \$18.00; from Salem, Lawrence, or Lowell \$17.50.

No. 132. SAGUENAY RIVER. 1575 Ext

Boston to Quebec and return by any tour given.
 Quebec to Ha Ha Bay and return.....Steamer.
 Rate \$8.00 added to Quebec rate.

No. 133. ST. LEON SPRINGS. 1570 Ext

Boston to Montreal and return by any tour given.
 Montreal to Louiseville.....North Shore Ry.
 Louiseville to St. Leon Springs.....Steamer
 Return same route.
 Rate \$3.50 added to Montreal rate.

Local Canadian Points on South Eastern Ry.

No. 134. Via Newport. 456 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Newport.....Passumpsic R.R.
 Newport to the following stations.....South Eastern Ry.
 Return same route.
 Rates given are from Boston; Salem, Lawrence, or Lowell rates are 50 cents less.
 Waterloo, P.Q.....\$15.00 Acton, P.Q.....\$16.00
 Farnham.....\$14.00 Sorel.....\$16.50

Local Canadian Points on Grand Trunk Ry.

No. 135. Via Sherbrooke. 468 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Sherbrooke.....Passumpsic R.R.
 Sherbrooke to the following stations.....Grand Trunk Ry.
 Return same route.
 Rates given are from Boston; Salem, Lawrence, or Lowell rates are 50 cents less.
 Richmond.....\$16.00
 Arthabaska.....18.00
 Doucet's Landing.....18.00

QUEBEC TOURS. Nos. 124½, 125½, 126½, 128½, 129½, 130½ have same rates and routes as 124, 125, 126, 128, 129, 130, except that between Sherbrooke and Quebec, the Quebec Central Ry is used instead of the Grand Trunk Ry.

MISCELLANEOUS TOURS.

No. 136.

DIXVILLE NOTCH, N.H.

192 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to No. Stratford.....Grand Trunk Ry.
 No. Stratford to Colebrook.....Blanchard's Stage.
 Colebrook to Dixville Notch.....Blanchard's Stage.

Return same route.

Rate from Boston \$15.00; from Falem, Lawrence, or Lowell \$14.50.

No. 137.

COLEBROOK, N.H.

191 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to North Stratford.....Grand Trunk Ry.
 North Stratford to Colebrook.....Blanchard's Stage.

Return same route.

Rate from Boston \$13.00; from Salem, Lawrence, or Lowell \$12.50.

No. 138.

CONNECTICUT LAKE, N.H.

194 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to North Stratford.....Grand Trunk Ry.
 North Stratford to Colebrook.....Blanchard's Stage.
 Colebrook to Connecticut Lake.....Blanchard's Stage.

Return same route.

Rate from Boston \$17.00; from Salem, Lawrence, or Lowell \$16.50.

No. 139.

LAKE MEGANTIC.

469 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Wells River.....Boston & Lowell R.R.
 Wells River to Sherbrooke.....Passumpsic R.R.
 Sherbrooke to Lake Megantic.....International R.R.

Return same route.

Rate from Boston \$17.00; from Salem, Lawrence, or Lowell \$16.50.

NORTH CONWAY, N.H.

No. 140. Via Lake Winnepesaukee; return via Portsmouth or Dover. 1607 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Weirs.....Boston & Lowell R.R.
 Weirs to Wolfeboro'.....Steamer "Lady of the Lake."
 Wolfeboro' to North Conway.....Boston & Maine R.R.
 North Conway to Boston.....Boston & Maine R.R.

Rate from Boston \$9.05; from Salem, Lawrence, or Lowell \$8.55

NORTH STRATFORD, N.H. (Brunswick Springs.)

No. 141.

Via Direct Line.

584 R

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to North Stratford.....Grand Trunk Ry.
 (Brunswick Springs.)

Return same route.

Rate from Boston \$11.00; from Salem, Lawrence, or Lowell \$10.50.

No. 142. Via Direct Line; return via Portland and Old Orchard. 1810 X

Boston to Nashua.....Boston & Lowell R.R.
 Nashua to Concord.....Concord R.R.
 Concord to Groveton Junction.....Boston & Lowell R.R.
 Groveton Junction to North Stratford.....Grand Trunk Ry.
 North Stratford to Portland.....Grand Trunk Ry.
 Portland to Boston.....Boston & Maine R.R.

Rate from Boston \$14.00; from Salem, Lawrence, or Lowell \$13.50.

No. 143.

ALEXANDRIA BAY, N.Y.

355 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Ogdensburg..... Ogdensburg & Lake Champlain R.R.
 Ogdensburg to Alexandria Bay..... Steamer.

Return same route.

Rate from Boston \$18.50; from Salem, Lawrence, or Lowell \$18.00.

No. 144.

CHATEAUGAY CHASM, N.Y.

381 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Chateaugay..... Ogdensburg & Lake Champlain R.R.
 Chateaugay to Chateaugay Chasm..... Stage.

Return same route.

Rate from Boston \$15.00; from Salem, Lawrence, or Lowell \$14.50.

No. 145.

OGDENSBURG, N.Y.

123 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Ogdensburg..... Ogdensburg & Lake Champlain R.R.

Return same route.

Rate from Boston \$17.00; from Salem, Lawrence, or Lowell \$16.50.

ADIRONDACKS, N.Y.

No. 146.

Blue Mountain House.

383 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Moira..... Ogdensburg & Lake Champlain R.R.
 Moira to Spring Cove..... No. Adirondack R.R.
 Spring Cove to Blue Mountain House..... Stage.

Return same route.

Rate from Boston \$18.70; from Salem, Lawrence or Lowell \$18.20.

Paul Smith's, Rainbow House, Saranac Lake House, or Prospect House.

No. 147.

384 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Moira..... Ogdensburg & Lake Champlain R.R.
 Moira to Paul Smith's Station..... No. Adirondack R.R.
 Paul Smith's Station to destination..... Stage.

Return same route.

Rates given are from Boston; Lawrence Lowell or Salem, 50 cents less.

Paul Smith's.....	\$20.00	Saranac Lake House.....	\$22.50
Rainbow House.....	22.00	Prospect House.....	23.00

No. 148.

Ralphs.

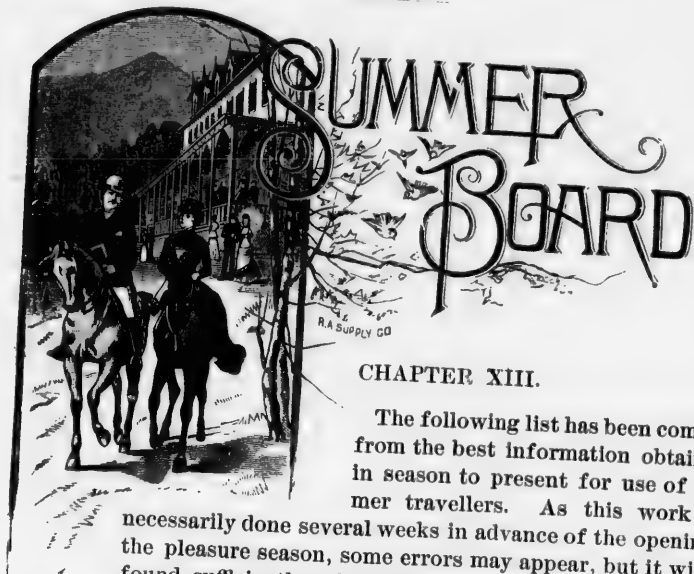
392 R

Boston to Nashua..... Boston & Lowell R.R.
 Nashua to Concord..... Concord R.R.
 Concord to White River Junction..... Boston & Lowell R.R.
 White River Junction to Rouses Point..... Central Vermont R.R.
 Rouses Point to Chateaugay..... Ogdensburg & Lake Champlain R.R.
 Chateaugay to Lower Chateaugay Lake..... Stage.
 Lower Chateaugay Lake to Ralphs..... Steamer.

Return same route.

Rate from Boston \$17.00; from Salem, Lawrence, or Lowell \$16.50.

Hotels and Boarding Houses Reached by the Boston & Lowell System.

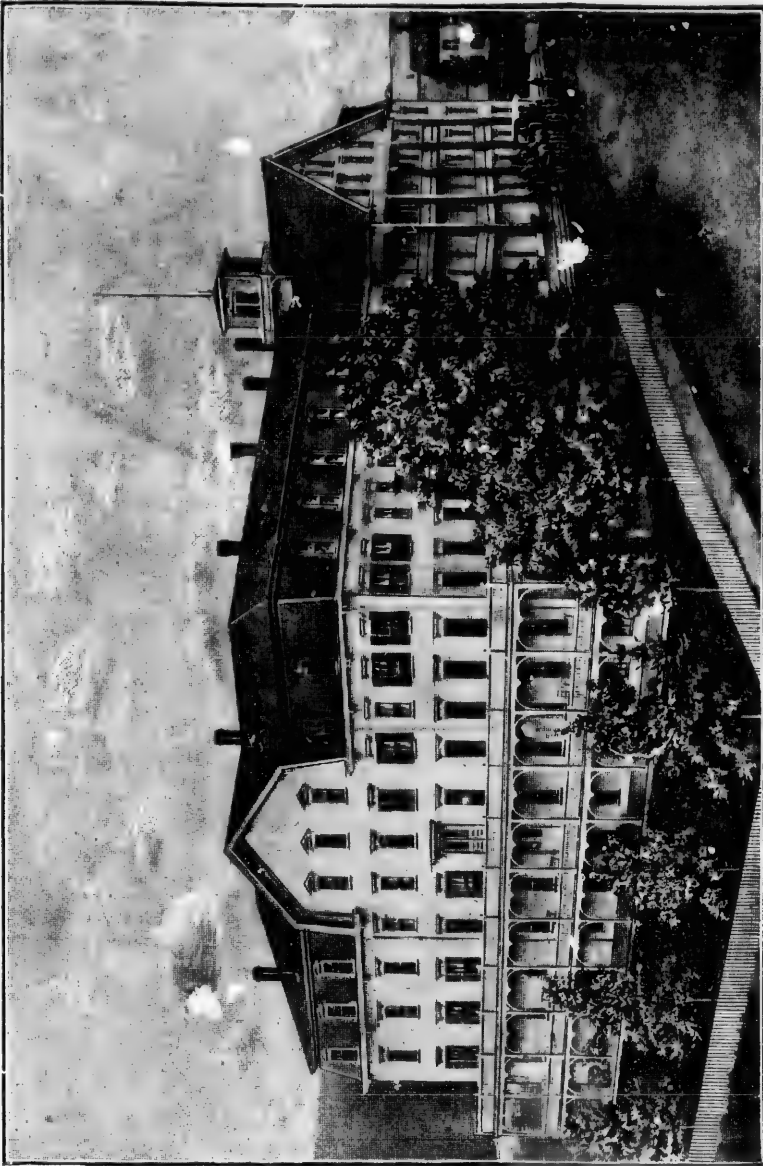


CHAPTER XIII.

The following list has been compiled from the best information obtainable in season to present for use of summer travellers. As this work was

necessarily done several weeks in advance of the opening of the pleasure season, some errors may appear, but it will be found sufficiently reliable for use as a basis of inquiry by those seeking a place of summer sojourn. The towns and stations are arranged in alphabetical order instead of by locality, with the belief that this plan makes the most convenient form for reference.

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
AMHERST, N. H., (Milford Springs), on Keene Branch, 48 miles from Boston.				
Hotel Ponemah, Milford Springs, }	Barnes & Dunklee.....	200	\$3.50	.....
1½ miles from station by hotel coach. Post-office and Telegraph address, Amherst Station.				
Following parties take boarders at prices ranging from \$5.00 to \$8.00 per week: Wm. Melindy, 30; Wm. Colston, 20; F. Noyes, 25; S. Wilkinson, 15; D. A. Peabody, 20; P. W. Dodge, 20; Mrs. P. C. Bartlett, 15; Henry Fletcher, 20.				
ANTRIM, N. H., 75 miles from Boston <i>via</i> Hancock Junction on Hillsboro' Branch.				
Boarding houses from \$4.00 to \$7.00 per week: Eben Bass, 50; A. C. Pike, 16; L. T. Lovewell, 10; Edward Whitely, 10; B. D. Felch, *8; J. M. Duncan, 12.				
* P. O., Bennington.				
ASHLAND, N. H. Pleasantly situated in the northern part of the lake region, on the White Mountains Division. Mount Prospect is a short distance north, in the town of Holderness, of which Ashland formerly formed a part.				
Squam Lake House.....	C. H. Daniels.....	30	\$1.00	\$7 to 14
Chestnut Hills House.....	Alden Bowles.....	18	.....	6.00



Copyrighted by Charles Follock.

SINCLAIR HOUSE, BETHLEHEM.

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
BELMONT, N.H. , 6 miles from Tilton by stage, and a quiet and healthful retreat.				
Elm House.....	J. Badger.....	12	.....	\$5.00
Brown's Hotel.....	A. W. Brown.....	30	.....	.....
Belmont House.....	Ira Mooney.....	20	\$1.25	6.00
Highland View House.....	W. P. Chester.....	35	.....	7 to 9

BENTON, N.H. A quiet country retreat, near Mooslaunke, 5 miles distant from the North Haverhill station, on the White Mountains Division.

Boarding houses from \$4.00 to \$6.00 a week: O. L. Mann, 4; C. B. Keyser, 6; G. W. Mann, 6; Mrs. C. C. Tyler, 10.

LEWISBURGH, N.H., 73 miles from Boston *via* Hancock Junction.

Boarding houses, from \$5.00 to \$7.00 per week: John T. Robertson, 30; J. E. Favor, 15; Warren D. Hatch, 10; E. E. Bryant, 20; J. C. Dodge, 30; L. A. Knight, 20; Benj. D. Felch, 20; E. Holt, 30; M. M. Cheney, 10.

BETHLEHEM, N.E. See special description elsewhere.

Maplewood Hotel.....	Alnsle & McGilvray....	400	\$4.50	.....
Maplewood Cottage.....	Charles B. Goodwin....	100	3.00	\$10 to 18
Sinclair House.....	Durgin & Fox.....	350	3.50	17 to 24
Centennial House.....	H. W. Wilder.....	50	2.00	8 to 12
Alpine House.....	C. H. Clark.....	65	.....	9 to 17
Highland House.....	J. H. Clark.....	100	2 1/2 to 3	18 to 30
Bellevue House.....	David S. Phillips.....	90	1 1/2 to 2	7 to 10
Prospect House.....	Mrs. Geo. W. Phillips..	85	2.00	7 to 10
Strawberry Hill House.....	J. K. Barrett.....	100	2.50	10 to 16
Broadview.....	G. L. Gilmore.....	40	.....	7 to 12
Greenfield House.....	F. H. Abbott.....	16	.....	.....
The Uplands.....	.....	40	1.50	8 to 15
Howard House.....	C. E. Bunker.....	60	2.00	10 to 12
Ranlet House.....	D. W. Ranlet.....	100	.....	.....
Sunset House.....	.....	40	.....	.....
Mount Washington House..	C. L. Bartlett.....	60	2.50	10 to 14
Mount Agassiz House.....	Horatio Nye.....	65	2.00	8 to 12
Blandin House.....	A. W. Blandin.....	40	2.00	7 to 10
Hillside House.....	C. F. Davis.....	50	.....	8 to 14
Swett's Cottage.....	S. P. Swett.....	16	.....	.....
Bethlehem House.....	H. E. Richardson & Co.	45	2.00	8 to 15
Sanborn's Cottage.....	W. E. Sanborn.....	15	.....	5 to 7
Sportsman's Home.....	Allen Thompson.....	15	1.00	7 to 9
Echo Cottage.....	Joseph Philbrick.....	15	.....	7 to 8
Avenue House.....	J. C. & F. L. Kelly....	60	2.50	8 to 15
Turner House.....	James N. Turner.....	75	2.00	8 to 15
Cedar Cottage.....	Mrs. J. F. Wilder.....	12	1.50	7.00
Farm Cottage.....	A. S. Phillips.....	20	.....	5.00
Vista House*.....	Frank Glazier.....	25	.....	5 to 7
Georgia Cottage.....	J. B. Bean.....	20	.....	7.00
Elm House.....	.....	30	.....	7 to 10
Woodman Cottage.....	C. H. Nichols.....	16	.....	7 to 10
Heath Cottage.....	.....	15	.....	8 to 15
Gardner Cottage.....	R. H. Gardner.....	15	.....	7.00
Plummer House.....	C. G. White & Son.....	40	.....	7 to 10
Garfield Cottage.....	Geo. A. Gilman.....	13	.....	6 to 7

† P. O. address, Maplewood, N.H.

* P. O. address, Littleton, N.H.

BLAIR'S, N.H., on the Pemigewasset Valley Branch.

Blair's House..... | J. C. Blair..... | 60 | \$2.00 | \$7 to 10

BRADFORD, N.H., 102 miles from Boston *via* Concord.

Gillis House.....	Chas. Gillis.....	25	.....	.....
Bradford Springs Hotel*..	H. McCoy.....	150	.....	\$7 to 12
Bradford Hotel.....	M. C. Bartlett.....	.....	.....	.....

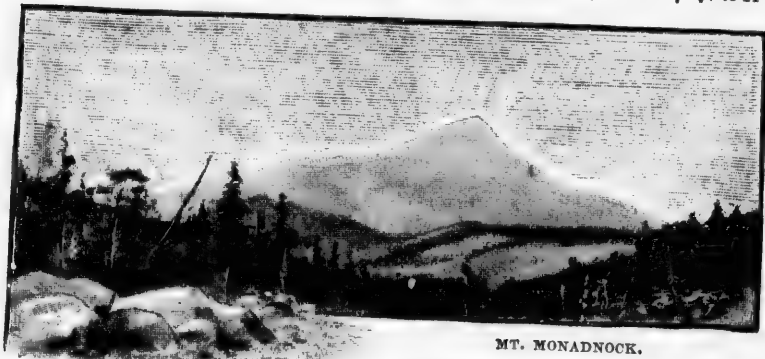
Boarding houses from \$5.00 to \$7.00 per week: A. H. Cheney, 8; B. H. Hardy, 10.
* P. O., East Washington.

BRUNSWICK SULPHUR SPRINGS. See special description elsewhere.

Brunswick Springs House.. | Henry Smith..... | 100 | \$2.00 | \$7 to 10 1/2

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
CAMPTON VILLAGE, N.H. , on the Pemigewasset Valley Branch, and the main station for the town of Campton.				
Hillside House.....	Frank Chase.....	45		\$7 to 10
Brook Farm House.....	George Foss.....	20	\$1.00	5 to 6
Damon House.....	Warren Damon.....	12		5.00
Willey House.....	Frank Hart.....	20		7.00
Maplewood House.....	A. B. Cook.....	25		7 to 10
Village Farm House.....	Frederic A. Mitchell....	20		7.00
Webster Farm.....	Charles G. Webster.....	10		
Sunset Hill House.....	W. W. Buchanan.....	50	2.00	7 to 12
Highland House.....	J. W. Morrison.....	25		6 to 7
Boarding House.....	Stephen D. Kinsman....	15		7.00
" "	Dr. W. A. Smith.....	10		7.00
" "	Charles Cutter.....	20		7.00
CANAAN, N.H. , 126 miles from Boston, on Northern Division. P. O., Canaan St.				
Crystal Lake House.....	Mrs. M. S. A. Derby....	50		\$6 to 10
Sunset House.....	H. B. Tenney.....	30		5 to 7
Dunstin Cottage.....	Mrs. R. Dunstin.....	15		5 to 7
Jerusalem Spring House....	E. B. Hibbard.....	75		7 to 9
CANTERBURY, N.H. , 10 miles above Concord, on the White Mountains Division.				
Davis House.....	S. S. Davis.....	20		\$5 to 6
Hillside Farm.....	Mrs. E. Gale.....	10		5 to 6
Eglantine Hall.....	E. E. Pickard.....	8		5.00
Pippo House.....	O. W. Dow.....	12		5.00
Hillside Farm.....	Myron C. Foster.....	8		4 to 5
Hancock House.....	G. W. Fletcher.....	40		4 to 6
Boarding House.....	George Peverly.....	20		4 to 6
CENTRE HARBOR, N.H. See article on Lake Winnepesaukee.				
Senter House.....	J. L. Huntress & Son... 150	\$3.00		\$14 to 21
Moulton House.....	S. F. Emery.....	75	2.00	8 to 12
Sunset House, Pine Hill...	J. K. Kelsea.....	40	1.00	5 to 7
Lake House.....	Mrs. Almon Benson....	25	1.00	5 to 7
Locust Cottage.....	B. F. Kelsea.....	25		6 to 10
Brown Cottage.....	B. F. Wentworth.....	18		
Lakeside Cottage.....	Mrs. A. M. Graves.....	15		5 to 7
Willow Cottage.....	Stephen Wentworth....	25	1.00	7.00
Bean Farm.....	Mrs. A. M. Bean & Son.. 12			6.00
Red Hill Cottage.....	F. F. Green.....	10		6.00
Lake View House.....	D. Green.....	15		6.00
Boarding House.....	W. A. Page.....	25		7 to 10
" "	C. H. Weeks.....	10		
CLAREMONT, N.H. , 129 miles from Boston via Concord.				
Belmont House.....	Thomas B. Underhill... 50	\$2.00		\$7 to 12
Sullivan House.....	H. C. Fitch & Son..... 50	2.00		5 to 8
Boarding House.....	C. M. Lute.....	20		6 to 7
CLAREMONT JUNCTION, N.H. , 131 miles from Boston via Concord.				
Junction House.....	Henry Barker.....	30		\$5 to 8
Maple Cottage.....	F. Petta.....	25	\$1.00	6.00
Cross's Hotel.....	Cross & Whitmore....	25	1.00	6.00
COLEBROOK, N.H. Reached via the White Mountains Division to Groveton, thence by Grand Trunk Railway to North Stratford, and by stage fourteen miles from the latter point.				
Parsons House.....	E. Small.....	150	\$2.00	\$9 to 14
Monadnock House.....	T. G. Rowen.....	100		
Table Rock Cottage.....	G. A. Glenson.....	10		6.00
Boarding House.....	Davis Graham.....	12		5 to 7
" "	Daniel Cummings.....	10		
" "	Adella Lyman.....	10		
" "	H. Bedell.....	15		
" "	Eben Noyes.....	10		
" "	J. C. Marshall.....	10		
" "	Mrs. Phebe Cooper.....	10		5 to 8
" "	J. W. Coop.....	10		5 to 8
" "	S. S. Gilman.....	8		
" "	Mrs. E. P. Tibbetts....	6		
" "	W. G. Lyman.....	8		
" "	W. H. Whipple.....	8		
" "	G. S. Leavitt.....	6		
" "	S. P. Robie.....	6		
" "	E. C. Wilder.....	4		

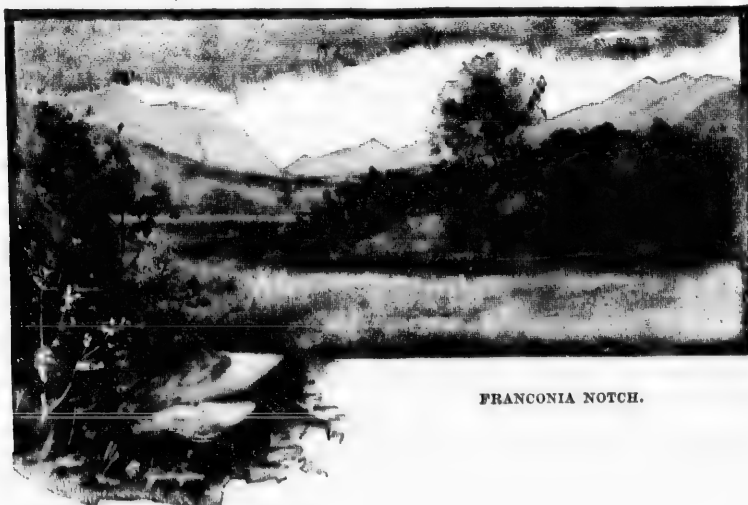
NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
CONNECTICUT LAKE, N.H., 40 miles from North Stratford.				
Connecticut Lake House....	O. F. Bumford.....	30	\$1.50	\$6 to 10
CRAWFORD HOUSE. See special article.				
Crawford House.....	Barron, Merrill & Barron C. H. Merrill, Manager.	400	\$4.50	\$21 to 23
DANBURY, N.H., 113 miles from Boston on Northern Division.				
Farm houses: J. L. Hillard, A. J. Danforth, J. S. Roby, Moses Roby, G. H. Jackson, H. L. Brown, G. B. Pulsifer.				
DANVILLE, Vt., on the Vermont Division, 203 miles from Boston via St. Johnsbury.				
Elm House.....	C. W. Thurber.....	100	.....	.....
DIMOND POND, N.H., 23 miles from North Stratford, 10 miles from Colebrook.				
P. O. address, Colebrook, N.H.				
Camp Dimond.....	M. B. Noyes.....	35	.....	\$7 to 10
Dimond House.....	P. D. Heath.....	20	.....	7 to 10
DIXVILLE NOTCH, N.H.				
Dix House.....	George Parsons.....	100	\$2.00	\$7 to 14



MT. MONADNOCK.

DUBLIN, N.H., 4 miles from Harrisville station, on Manchester & Keene Branch; stage, 8 miles by private teams.				
Appleton House.....	Dr. Leffenwell.....	100	\$2.00	\$10 to 15
Boarding houses: Mrs. J. Gleason, 18; G. A. Gowing, 18; S. Adams, Jr., 25; Mrs. P. Rice, 20; Eliza Adams, 8; W. J. Greenwood, 8.				
Nearly all the private families take boarders, at prices from \$5.00 to \$10.00 per week.				
EAST FAIRFIELD, Vt., on the Vermont Division, 203 miles from Boston via St. Johnsbury.				
Isham House.....	H. S. Isham.....	25	\$1.50	\$5.00
Beals' Hotel.....	E. H. Beals.....	10	1.50	5.00
EAST HARDWICK, Vt., on the Vermont Division, 220 miles from Boston via St. Johnsbury.				
Boarding houses from \$4.00 to \$7.00 per week: G. L. Johnson, 6; Albert Currier, 10.				
EAST LEXINGTON, Mass., 9 miles from Boston.				
Willard House.....	F. Locke.....	50	\$2.00	\$10.00
EAST TILTON, N.H., 22 miles above Concord, on the White Mountains Division.				
Vineyard Cottage.....	H. B. Philbrook.....	25	.....	\$5 to 6
Belmont Cottage.....	A. J. Young.....	25	.....	5 to 6
Lake View House.....	James Sanborn.....	30	.....	5 to 7
Lakeside House.....	Henry Q. Dalton.....	40	.....	5 to 6
Maplewood House.....	M. W. Bennett.....	25	.....	5 to 6
Philbrick House.....	G. A. Philbrick.....	35	.....	5 to 7
Highland View House.....	W. P. Chester.....	35	.....	5 to 8
Boarding House.....	Mrs. Lizzie Small.....	10	.....	5 to 6

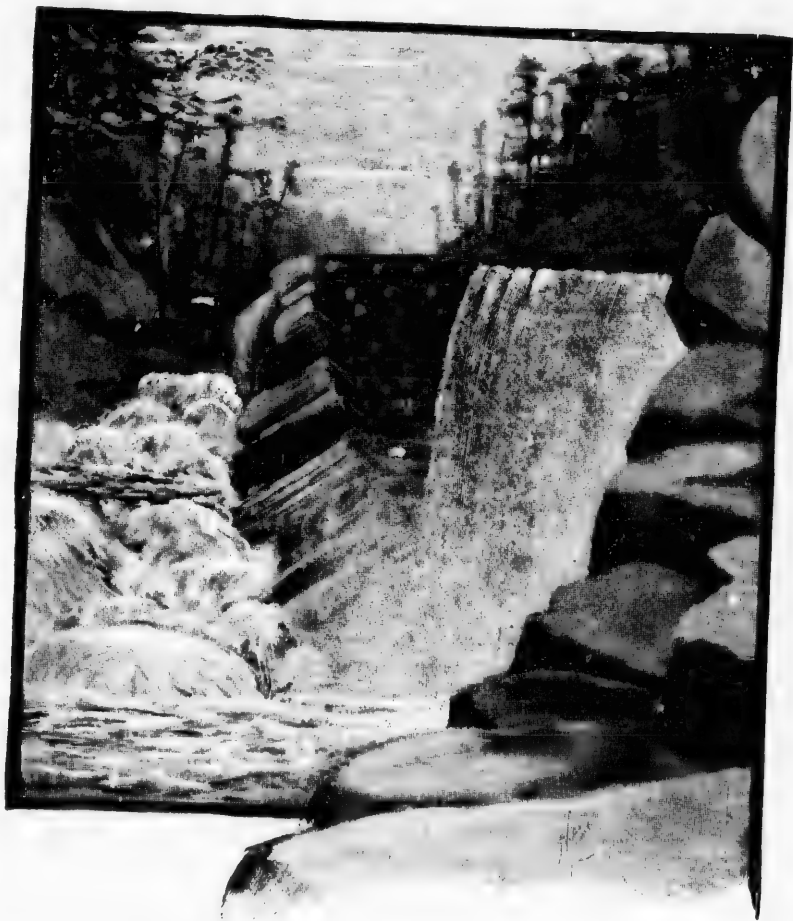
NAME OF HOUSE.	PROPRIETORS.	Accommodate.	Price per day.	Price per week.
ENFIELD, N.H. , 133 miles from Boston, on Northern Division.				
Day Dawn House.....	Mrs. Amy Day.....	50	.....	\$5 to 6
Montcalm House.....	J. H. Morse.....	35	.....	6 to 10
Elm Cottage.....	J. S. Jackman.....	10	.....	5 to 7
Kenyan's Hotel.....	E. A. Kenyan.....	25	.....	5 to 7
Lake View House.....	W. A. Sanders.....	12	\$2.00	8.00
Boarding houses: B. Morgan, 10; N. Morgan, 8.				
EAST ANDOVER, N.H. , 100 miles from Boston, on Northern Division.				
Weymouth Farm.....	H. C. Weymouth.....	30	.....	\$6 to 10
Farm House.....	Mrs. F. Hale Flanders..	10	.....	5 to 8
" ".....	Jonathan Cilley.....	8	.....	4 to 6
FABYAN'S, N.H. See special article.				
Fabyan House.....	Barron, Merrill & Barron	400	.....	.....
	O. G. Barron, Manager.			
White Mountain House....	R. D. Rounsevel.....	150	\$2 50	\$10.50
Mount Pleasant House.....	Barron, Merrill & Barron	150	3.00	12½ to 21
	O. G. Barron, Manager.			
FAIRFIELD, Vt. , on Vermont Division, 267 miles from Boston <i>via</i> St. Johnsbury.				
Franklin Co. Hotel.....	S. A. Soule.....	50	\$2.00	\$7 to 10
FRANCONIA, N.H. , 6 miles from Littleton, with which there is daily communication by stage, and 4 miles from Bethlehem. See special article.				
Forest Hills Hotel.....	Priest & Dudley.....	150	\$3.00	.....
Goodnow House.....	E. H. Goodnow & Co....	275	2.50	\$8 to 12
Lafayette House.....	Richardson Brothers...	75	.....	7 to 10
Edson House.....	Charles Knapp.....	35	2.00	7 to 10
Mountain View House.....	Mrs. Horace Knight....	40	1.50	7 to 10
Echo Farm House.....	Jason Comey.....	25	.....	7 to 9
Mount Jackson House.....	Alvin Grimes.....	40	.....	5 to 8
Brooks Farm House.....	Mrs. Horace Brooks....	20	.....	.....
Sunset Hill House (see Lisbon)		40	.....	.....
House of Seven Gables.....	F. V. D. Garretson..	50	.....	7 to 10
Mount Carmon House.....	W. H. Brooks.....	20	.....	.....
Bald Mountain House.....	James Quimby.....	25	1.00	5 to 7
Phillips House.....	W. B. Phillips.....	75	2.00	7 to 10
Elmwood House.....	S. D. Morgan.....	50	2.00	7 to 10
Grand View House.....	H. R. Priest.....	15	1.00	6.00
Prospect Farm.....	Geo. H. Kendall.....	20	.....	5.00



FRANCONIA NOTCH.

NAME OF HOUSE.	PROPRIETORS.	Accommodate.	Price per day	Price per week.
FRANCISIA NOTCH. See special article.				
Park House.....	Taft & Greenleaf.....	600	\$4.50	\$21 to 28
Flume House.....	Taft & Greenleaf..... Elliot Bros., Managers..	150	3.50	14 to 17½
FRANKLIN, N.H. , 94 miles from Boston, on Northern Division.				
Webster House.....	Mrs. O. B. Davis.....	40	.....	\$5 to 14
Franklin House.....	A. K. Morse.....	20	.....	4½ to 7
Mountain View House*....	D. C. Clough.....	25	\$1.00	.....
Highland Farm House.....	A. M. Osgood.....	25	.....	.....
Farm House*.....	J. B. Calef.....	8	.....	5 to 7
*P. O., Sanbornton.				
			†P. O., Franklin Falls.	
FRANKLIN FALLS, N.H. , ½ mile from Franklin station.				
Young's Hotel.....	Robert Young.....	50	.....	\$9 to 14
Winnepesaukee House.....	L. P. Kennedy.....	30	.....	10.00
GEORGE'S FALLS, N.H. , near Sunapee station on Claremont Branch.				
Pleasant Home.....	Martin & Chase.....	25	.....	\$5 to 8
Farm House.....	E. P. Stickney.....	10	.....	.....
GILMANTON, N.H. , a pleasant town, with many attractions for the seeker after a quiet and healthful place of summer abode, 10 miles from Tilton. Frequent communication by stage from that point.				
Springside House.....	R. H. Jones.....	15	.....	\$5 to 7
Oakland House.....	J. H. Drew.....	8	.....	5.00
Prospect House.....	J. K. Hancock.....	40	\$1.50	7 to 10
Boarding House.....	Betsy W. Moody.....	30	.....	5.00
" ".....	John C. Baker.....	8	.....	4 to 6
" ".....	R. J. Varney.....	15	.....	5.00
" ".....	L. H. Mudgett.....	6	.....	5.00
" ".....	Mrs. E. Holbrook.....	6	.....	5.00
" ".....	Orrin Folsom.....	8	.....	5 to 7
" ".....	Albert Wight.....	15	.....	5 to 7
GREENFIELD, N.H. , on Manchester & Keene Branch, 66 miles from Boston.				
Mayfield House.....	J. Emerson.....	100	\$2 to 2½	\$8 to 15
Boarding House.....	H. H. Dunklee.....	50	2.00	8 to 12
Farm House.....	F. C. Fletcher.....	25	.....	.....
Echo Farm.....	Mrs. Wm. Banfill.....	8	.....	5 to 6
Several families take boarders.				
GREENSBORO', Vt. , on Vermont Division, 217 miles from Boston, via St. Johnsbury.				
Lake View House.....	Chas. L. Conant.....	15	.....	\$5 to 7
Greensboro' Bend House..	J. W. Denning.....	12	\$1.25	5.00
Caspian Lake House.....	S. Hill.....	10	1.00	5.00
Boarding House.....	W. W. Goss.....	8	.....	6.00
" ".....	C. L. Baker.....	6	.....	6.00
" ".....	N. Kenniston.....	15	.....	6.00
" ".....	A. Goodrich.....	4	.....	6.00
GROVETON JUNCTION, N.H. , the point of junction of the White Mountains Division and the Grand Trunk Railway, 220 miles from Boston.				
Melcher House.....	E. M. Tibbetts.....	40	\$1.50	\$10½ to 15
GUILDHALL, Vt. , on the Vermont side of the Connecticut River. Its station is Northumberland Falls, 216 miles from Boston.				
Essex Hotel.....	C. E. Hartshorn.....	40	.....	\$5 to 8
HANCOCK, N.H. , on Manchester & Keene Branch, 75 miles from Boston.				
Forrest House.....	James Woodard.....	50	\$1½ to 2	\$6 to 12
Hancock House.....	J. F. Eaton.....	60	1½ to 2	6 to 12
Prospect House.....	S. F. Fogg.....	200	2 to 3	12 to 18
Stoddard Box Hotel.....	Goodwin & Taylor.....	60	1.00	5 to 7
Farm House.....	A. S. Wood & Co.....	20	1.00	6 to 12
" ".....	John Duncan.....	20	.....	6 to 10
" ".....	C. H. Duncan.....	20	.....	6 to 10
" ".....	Otis Tuttle.....	15	.....	6 to 10
" ".....	J. B. Knight.....	8	.....	6.00

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
HARDWICK, Vt., on Vermont Division, 224 miles from Boston, <i>via</i> St. Johnsbury.				
Centennial House.....	G. B. Kent.....	20	\$1.50	\$8.00
Maple Park House.....	A. R. Pike.....	25	1.00	5.00
Lake View House.....	A. H. Holt.....	40	.....	4 to 7
Foster's House.....	S. Foster.....	20	.....	.....
HARRISVILLE, N.H., on Manchester & Keene Branch, 82 miles from Boston.				
Nebonset House.....	C. A. Blake.....	25	\$1.50	\$6 to 8
Boarding House.....	Geo. Davis.....	40	1.00	4 to 6
Farm House.....	Winslow Royce.....	10	.....	6 to 10
" ".....	G. Tarbox.....	10	.....	6 to 10
HAVERHILL, N.H., a charming town on the White Mountains Division, 160 miles from Boston.				
Exchange Hotel.....	Scott Fellows.....	40	.....	\$7 to 10
Boarding House.....	Burrage Clifford.....	8	.....	4 to 7
" ".....	F. P. Currier.....	12	.....	5 to 7
" ".....	Mrs. L. A. Paige.....	12	.....	5 to 7
" ".....	George H. Stevens.....	12	.....	5 to 7
" ".....	Mrs. A. O. Messer.....	10	.....	5 to 7
" ".....	Perley Ayer.....	10	.....	5 to 7
" ".....	J. V. Webster.....	5	.....	5 to 7
" ".....	N. H. Batchelder.....	10	.....	5 to 7
" ".....	James Woodward.....	.....	.....	5 to 7
" ".....	G. L. Wilson.....	.....	.....	5 to 7
" ".....	Lyman Buck.....	6	.....	5 to 7
" ".....	Mrs. John Merrill.....	12	.....	.....
" ".....	A. M. Howland.....	20	.....	6 to 8
HENNIKER, N.H., 95 miles from Boston, on Claremont Branch.				
Noyes House.....	Burgess & Ham.....	50	.....	.....
Boarding House.....	D. W. Cogswell.....	12	.....	\$5 to 7
" ".....	John C. Ray.....	12	.....	.....
HILLSBORO', N.H., 82 miles from Boston, <i>via</i> Hancock Junction.				
Valley Hotel.....	C. G. Putney.....	50	.....	\$7 to 10
Grove Cottage*.....	J. M. Wilkins.....	12	.....	5.00
* P. O., Hillsboro Centre.				
HOLDERNESS, N.H., midway between Centre Harbor and Plymouth, and 4 miles from Ashland, the nearest railroad point on the White Mountains Division.				
Asquam House.....	Leon H. Cilley.....	75	\$3.00	\$12 to 17½
Asquam Cottage.....	J. H. Morse.....	16	.....	7.00
Camp Chocurua.....	E. B. Balch.....	30	.....	.....
("for boys only")				
Squam Mt. House*.....	I. H. Smith.....	30	.....	6.00
Lake Shore Cottage.....	G. W. Mooney.....	12	1.00	7.00
Lake Farm House.....	C. L. True.....	10	1.00	6 to 9
Boarding House.....	H. H. Piper.....	12	1.00	7.00
* Post Office, Meredith Village.				
HYDE PARK, Vt., on Vermont Division, 242 miles from Boston <i>via</i> St. Johnsbury.				
American House.....	C. F. Randall.....	50	\$2.00	\$5 to 10
Elms House.....	V. D. Fitch.....	30	1.50	4 to 6
JEFFERSON, N.H. See special article.				
Waumbek Hotel.....	Waumbek Hotel Co.....	250	\$3 to 3½	\$10½ to 21
Plaisted House.....	P. C. Plaisted.....	125	2.50	8 to 12
Starr King House.....	C. K. Gile.....	80	.....	.....
Maple House.....	Mrs. M. H. Boles.....	50	2.50	12 to 15
Stalbird House.....	Levi Stalbird.....	25	2.00	6 to 10
Sunnyside House.....	John Kenett.....	25	.....	7 to 8
Cold Spring House.....	W. H. Crawford.....	20	1.00	7.00
Jefferson Hill House.....	E. E. Bedel & Co.....	100	2.50	10 to 15
Grand View House.....	Mrs. Benjamin Tuttle.....	50	2.00	7 to 12
Woodard Cottage.....	Mrs. C. A. Woodard.....	20	.....	7½ to 8
Hillside Farmhouse.....	N. M. Davenport.....	30	1.50	7.00
Mount Adams House*.....	W. Crawshaw.....	60	.....	7 to 12
Crawford House.....	E. A. Crawford.....	50	.....	8 to 12
Pliny Range House*.....	Geo. W. Crawford & Son	30	.....	6 to 9
Highland House*.....	G. A. & G. L. Pottle.....	60	.....	7 to 10
Willow Cottage.....	J. A. Hicks.....	10	.....	7.00
Union House.....	Hight Brothers.....	30	.....	5 to 10
Cloverdale Cottage.....	John Palmer.....	20	.....	5 to 7
Waumbek Cottage.....	S. S. Hibbard.....	25	.....	7 to 12
* P. O. address, Jefferson Highlands.				



LIVERMORE FALLS, ON P. V. BRANCH, NEAR PLYMOUTH.

NAME OF HOUSE.	PROPRIETORS.	Accommodate.	Price per day.	Price per week.
JOHNSON, Vt., on Vermont Division, 245 miles from Boston, <i>via</i> St. Johnsbury.				
Johnson House.....	G. H. Saxby.....	10	\$1.50	\$5.00
Boarding House.....	Mrs. C. Davis.....	5	1.00	3.50
" ".....	S. N. Tracy.....	5	1.00	3.50
KEENE, N.H., terminus of Keene Branch, 96 miles from Boston.				
Cheshire House.....	M. J. Sherman.....	200	\$2.00	\$8 to 14
City Hotel.....	H. S. Couillard.....	100	2.00	8 to 14
Eagle Hotel.....	Wm. March.....	100	2.00	8 to 14
Boarding House.....	Jerome Thomas.....	25	1.90	7 to 12
" ".....	Mrs. A. J. Fay.....	25	1.00	6 to 8
" ".....	W. B. Reed.....	25	1.00	6 to 8
LACONIA, N.H., 102 miles from Boston, on the White Mountains Division.				
Laconia House.....	F. M. Beckford.....	100	\$1.50	\$7 to 10
Willard Hotel and Cottage..	M. H. Fernald & Co.....	75	.....	.....
Eagle Hotel.....	Buchanan & Willis.....	80	.....	.....
Vue de l'eau.....	Mrs. C. C. Weeks.....	80	2.50	8 to 12
Highland House.....	H. H. Thompson.....	20	.....	7.00
Bay View House.....	S. L. Taylor.....	50	.....	7 to 10
Elmwood House.....	L. E. Temple.....	30	.....	7.00
Elm Farm.....	Prescott Kanlett.....	20	.....	.....
Lake Cottage.....	C. O. Johnson.....	30	.....	6 to 7
Point Pleasant.....	L. A. Ladd.....	10	1.00	7.00
Mountain View House.....	Orville M. Smith.....	20	.....	5 to 7
Maplewood Farm.....	M. W. Bennett.....	25	.....	5 to 7
Davis House.....	N. S. Davis.....	50	.....	.....
Boarding House.....	H. Q. Dalton.....	20	.....	.....
" ".....	Dr. Folsom (Belmont).....	6	.....	.....
" ".....	H. P. Ladd.....	15	.....	7.00
LAKE VILLAGE, N.H., 104 miles from Boston, on the White Mountains Division.				
Mount Belknap House.....	A. C. Evans.....	100	\$2.00	\$7 to 12
LANCASTER, N.H. See special article.				
Lancaster House.....	Ned A. Lindsey & Co... 150	\$2.50	\$10 to 17½	
Williams House.....	John N. Hopkins..... 50	1.50	7 to 10	
Hillside Cottage.....	W. L. Rowell..... 40	.....	7½ to 10½	
Elm Cottage.....	B. F. Hunking..... 15	.....	8 to 12	
Mount Prospect House.....	William H. Smith..... 40	.....	.....	
Woodbine Cottage.....	William C. Spaulding... 10	.....	7 to 10	
Maple Grove Farm.....	G. E. Carbee..... 15	.....	7 to 10	
Boarding House.....	Mrs. W. A. Hicks..... 10	.....	7.00	
" ".....	Edward Spaulding..... 15	.....	.....	
LEBANON, N.H., 140 miles from Boston, on Northern Division.				
Chiron Springs House.....	H. Buck..... 50	\$1.00	\$6 to 10	
Sayre's Hotel.....	Frank Sayre..... 75	2.00	6 to 10	
Mountain View.....	A. P. Howe..... 15	1.00	5 to 8	
LEXINGTON, Mass., 11 miles from Boston.				
Russell House.....	J. F. Russell..... 75	\$2 to 3	\$10 to 18	
Massachusetts House.....	D. W. Muzzey..... 60	2 to 3	10 to 18	
Monument House.....	Morrow Brothers..... 25	2.00	8.00	
A number of private families take summer boarders.				
LISBON, N.H., a picturesque village on the banks of the Ammonoosuc River. Sugar Hill is the name of an elevated section of the town lying near Franconia. The visitors are met at the Lisbon station with carriages.				
Sunset Hill House.†.....	Bowles & Hoskins..... 250	\$3.00	\$3 to 17½	
Sugar Hill House†.....	Hiram Noyes..... 30	.....	.....	
Dearborn House*.....	James Glynn..... 25	1.50	6 to 10	
Elm House*.....	E. W. Bartlett..... 30	.....	6 to 10	
Brigham's Hotel*.....	S. H. Brigham..... 50	2.00	7 to 14	
Hillside Home*.....	Edwin Knight..... 30	1.00	7.00	
Elm Cottage†.....	L. & S. Bowles..... 30	1.00	7.00	
Mapleside House†.....	Lyman Aldrich..... 25	.....	5 to 7	
Cedar Cottage†.....	Nathan Whipple..... 20	.....	5.00	
Grand View House†.....	Geo. Aldrich & Co..... 25	1.00	7.00	
Breezy Hill House*.....	Charles Jessiman..... 100	3.00	8 to 20	

* P. O. address, Lisbon.

† P. O. address, Sugar Hill.

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
LITTLETON, N.H. See special article.				
Thayer's Hotel.....	H. L. Thayer & Son....	100	\$3.00	\$10 to 17½
Oak Hill House.....	Farr & Jarvis.....	150	3.00	9 to 15
Littleton House.....	H. W. Bishop.....	40	2.00	7 to 10
Mountain Home House.....	E. D. Sawyer.....	35	.....	7 to 10
Echo Cottage.....	George Abbott.....	12	.....	5 to 7
Elm Cottage.....	F. R. Glover.....	20	1.00	7.00
Wheeler Hill House.....	G. & E. O. Wheeler.....	30	1.50	6 to 7
The Maples.....	Mrs. M. L. Gould.....	10	.....	.....
Sunnyside House.....	Aaron Fisher.....	14	.....	5 to 6
Chiswick Inn.....	A. W. Weeks.....	50	3.00	12 to 15
Boarding House.....	Alexander McIntyre.....	16	.....	.....
" ".....	Mrs. A. M. Cobb.....	10	.....	5 to 7
" ".....	C. D. Tarbell.....	10	.....	.....
" ".....	Mrs. J. Hosmer.....	10	.....	.....
" ".....	A. R. Burton.....	15	.....	.....

LONG ISLAND, in the northern part of Lake Winnepesaukee, about midway between Wolfeboro and Centre Harbor. A bridge connects the island with Moultonboro' Neck, and the steamers also have a landing-place. Direct connection is made by steamer with all trains at The Weirs.

Island Home.....	Levi Blake.....	50	.....	.....
Long Island House.....	G. K. Brown.....	40	\$2.00	\$7 to 12
Tip Top House.....	M. D. Wentworth.....	8	.....	.....

LUNENBURG, Vt., reached by stage (distance 1 mile) from South Lancaster station on the White Mountains Division; or from Lunenburg station on the Vermont Division.

Height's House.....	W. A. White.....	45	.....	\$7 to 12
Maple Grove House.....	S. Powers.....	10	.....	7 to 12
.....	S. T. Hale.....	10	.....	.....
.....	Levi Barnard.....	10	.....	.....

MAQUAM BAY, Vt., on eastern shore of Lake Champlain, and western terminus of the Vermont Division.

Hotel Champlain.....		90	\$2.00	\$7 to 14
----------------------	-------	----	--------	-----------

MARLBORO', N.H., on Keene Branch, 69 miles from Boston.

Converse House.....	Col. C. Converse.....	40	\$1.50	\$6 to 8
Boarding House.....	Henry Ward.....	20	1.00	6 to 8

MELVIN VILLAGE, N.H., on the northern shore of Lake Winnepesaukee, about midway between Wolfeboro' and Centre Harbor.

Bald Peak House.....	Jacob Hodgdon.....	14	\$1.00	\$6.00
Farm House.....	Munroe Smith.....	10	1.00	6.00
" ".....	D. D. Wingate.....	10	1.00	7.00
" ".....	Geo. W. Gilman.....	10	1.00	5 to 6
Lake View House.....	Elder T. W. Piper.....	6	1.00	6.00
Lake-Side Cottage.....	C. H. Shepherd.....	8	1.00	6.00

MEREDITH VILLAGE, N.H., situated at the head of one of the arms of Lake Winnepesaukee.

Prospect House.....	H. W. Lincoln.....	60	.....	\$6 to 7
Highland House.....	Moses C. Pease.....	15	.....	5.00
Elm House.....	H. H. Piper.....	25	\$1.50	7 to 10
Lake House.....	A. J. Watson.....	25	1.50	5 to 6

MILFORD, N.H., on Keene Branch, 51 miles from Boston.

Union House.....	F. A. Newell.....	50	\$2.00	\$5 to 7
Endicott House.....	C. A. Wood.....	20	.....	5 to 7
Farm House.....	Mrs. L. S. Bullard.....	10	.....	5 to 6
" ".....	E. F. Hutchinson.....	20	.....	5 to 6
" ".....	E. R. Cutts.....	10	.....	4 to 5

MILFORD SPRINGS, N.H. See Amherst, N.H.

MONTPELIER, Vt., on M. & W. River Railroad, 207 miles from Boston via Wells River.

Pavilion House.....	G. I. Waterhouse.....	150	\$3.00	\$8 to 14
American House.....	Irish & Sparrow.....	150	1.50	4 to 10
Montpelier House.....	Irish & Sparrow.....	100	1.50	7 to 10
Union House.....	Geo. Wheeler.....	80	1.50	4 to 7

NAME OF HOUSE.	PROPRIETORS.	Accommodate.	Price per day.	Price per week.
MORRISVILLE, Vt., on Vermont Division, 238 miles from Boston <i>via</i> St. Johnsbury.				
Morrisville House.....	A. B. Pike.....	40	\$1.50	\$5 to 7
Vermont House.....	A. G. West.....	40	1.00	7.00
Mt. Mansfield House*.....	Geo. Fenn.....	500		
Elmore Pond House.....		25		
*Located in Stowe, 8 miles by stage.				
MOULTONBORO', N.H., 5 miles by stage from Centre Harbor.				
The Hall, (Ossipee Mt. Park) | B. F. Shaw, (Low'l, Mass.) |		30	\$2 to 3	\$12 to 15
Boarding Houses from \$5.00 to \$7.00 per week: James C. Pitman, 15; Joel F. Cotton, 6; A. P. Jaclard, 8; Norman Clement, 6.				
MT. VERNON, N.H., 4 miles from Milford Station, on Keene Branch.				
Bellevue House.....	G. E. Boutelle.....	60		\$7 to 12
Conant Hall.....	W. H. Conant.....	60		7 to 12
Campbell House.....	Clarke Campbell.....	50		7 to 12
Hillsboro' House.....	Ira Hill.....	50		7 to 10
Deanery.....	G. E. Dean.....	40		5 to 8
Home Cottage.....	Mrs. F. E. Starrett.....	30		5 to 8
Farm House.....	D. H. Smith.....	20		5 to 8
" ".....	C. F. Stinson.....	10		5 to 7
" ".....	Mrs. J. A. Holt.....	8		5 to 7
" ".....	S. G. Clement.....	13		5 to 7
" ".....	D. P. Kendall.....	12		5 to 7
" ".....	W. H. Marble.....	6		5 to 7
" ".....	J. T. McCollom.....	8		5 to 7
MT. WASHINGTON, N.H. See special article.				
Mt. Washington Sum't H'se | Barron, Merrill & Barron |		200		
O. G. Barron, Manager.				
NASHUA, N.H., on Main Line, 40 miles from Boston.				
Laton House.....	Ira Gustine.....	75	\$2.00	
Tremont House.....	R. K. Sherman.....	75	2.00	
Jackson House.....	C. J. Spring.....	25	1.50	\$7.00
Willard's Hotel.....	E. C. Amey.....	25	1.50	7.00
NEWFOUND LAKE, N.H., 5 miles from Bristol, N.H.				
Lake View.....	Graham & Tesdale.....	75	\$1.50	\$7 to 10
NEW LONDON, N.H., 3,000 feet above the sea level, is 8 miles by stage from Potter Place station, on Northern Division.				
Heidleburg House.....	Burpee & Whipple.....	60		\$6 to 8
Boarding Houses are kept by the following parties: Mrs. G. M. Knight, Mrs. N. C. Todd, Mrs. P. Smith, Mrs. A. F. Messer, Mrs. J. D. Prescott, H. H. Currier, Mrs. G. P. Shoals, Mrs. G. Williams, Mrs. C. D. Sargent, Mrs. Maria Messer, Mrs. E. P. Burpee, and D. S. Seamans.				
NEWPORT, N.H., 118 miles from Boston, <i>via</i> Concord.				
Newport House.....	E. L. Putney.....	100		\$7 to 12
Phenix Hotel.....	M. L. Knowlton.....	35		4 to 6
Farm House.....	S. N. Moody.....	8		4 to 6
" ".....	J. B. Stone.....	10		5 to 10
" ".....	S. A. Higbee.....	10		5 to 10
" ".....	Rial Hurd.....	8		5 to 10
" ".....	Mrs. R. E. Harvey.....	8		5 to 10
" ".....	Mrs. S. M. Gee.....	8		5 to 10
NORTH BRANCH, N.H., 4 miles from Antrim station. Stage.				
Windsor Mountain House.. | A. B. Crombie..... |		65		
Boarding House*..... | Chas. H. Griffin..... |		12		\$5 to 7
*P. O., Antrim.				
NORTH CHELMSFORD, Mass., on main line, 29 miles from Boston.				
Adams House.....	C. F. Burnham.....	20	\$2.00	\$5 to 7
Village House.....	G. L. Hubbard.....	20	2.00	5 to 7
NORTH HAVERHILL, N.H., on the White Mountains Division.				
Eagle Hotel.....	C. P. Metcalf.....	30	\$2.00	\$8 to 12
Quiet House.....	T. B. Jackson.....	8		5 to 6
Boarding House.....	Samuel Woodbury.....	6		5 to 6
" ".....	G. A. Carr.....	4		6 to 8

Price
per week.

t. Johna-

\$5 to 7
7.00

.....

ge.

12 to 15

F. Cot-

7 to 12

7 to 12

7 to 12

7 to 10

6 to 8

6 to 8

6 to 8

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7

6 to 7



EMIGEWASSET HOUSE.

Supply Co

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
----------------	--------------	-------------------	-------------------	--------------------

NORTH STRATFORD, N.H., reached *via* White Mountains Division to Groveton Junction, and thence over Grand Trunk Railway.

Willard House.....	Moses Tibbetts.....	50	\$2.00	\$10 to 14
Union House.....	H. B. Haman.....	50	.....	.....
Percy House.....	.....	25	2.00	7 to 10
Boarding House.....	Mrs. J. B. Thompson...	15	.....	6 to 8
Elm Cottage.....	E. Flanagan.....	20	1.00	6 to 8
Baldwin Cottage.....	Mrs. A. S. Thompson...	8	.....	4 to 6

NORTH WOODSTOCK, N.H. See article on Pemigewasset Valley.

Russell House.....	G. F. Russell.....	10	.....	\$5 to 8
Parker House.....	Curtis L. Parker.....	20	.....	6 to 10
Mountain View House....	S. B. Sharon.....	45	.....	6 to 8
Dearborn House.....	E. L. Dearborn.....	35	\$1.50	7 to 10
Fair View House.....	A. W. Sawyer.....	60	.....	7 to 10
East Branch House.....	Drury P. Pollard.....	25	1.00	7.00
River View House.....	E. A. Sawyer.....	20	.....	5 to 7
Elm House.....	R. J. Darling.....	10	.....	6 to 7
.....	James Darling.....	10	.....	.....
.....	J. W. E. Tuttle.....	15	.....	.....

PETERBORO', N.H., 119 miles from Boston, on Peterboro' Branch.

Tucker's Hotel.....	Tucker & Son.....	75	.....	\$7 to 14
Saunders'.....	George H. Saunders...	20	.....	5 to 8
Maple Grove Farm.....	A. O. Smith.....	15	.....	4 1/2 to 7
Boarding House.....	Mrs. M. Nay.....	10	.....	5 to 7

PLYMOUTH, N.H. See special article.

Pemigewasset House.....	B. W. Angell, Manager.	300	\$3.00	\$10 to 21
Little's Hotel.....	G. W. Little.....	50	2.00	10.00
.....	H. S. Chase.....	20	.....	6 to 10

POTTER PLACE, N.H., 106 miles from Boston, on Northern Division.

Hotel Potter.....	A. J. George.....	20	.....	\$6 to 10
Winslow House.....	.....	100	.....	.....

RUMNEY, N.H., on the White Mountains Division.

Daisy Cottage*.....	R. B. Clark.....	12	.....	\$6.00
Stinson House.....	G. C. Jones.....	30	\$1.00	7.00
Boarding House.....	J. W. Wallace.....	8	.....	.....
" ".....	T. G. Stevens.....	8	.....	5 00
" ".....	Mrs. J. L. Spalding.....	10	.....	.....
" ".....	George P. French.....	12	.....	5 to 7
" ".....	C. K. Emerton.....	8	.....	5 to 7
" ".....	Mrs. J. Hardy.....	6	.....	5 to 7
" ".....	D. E. Slater.....	20	.....	5 to 7

*P. O. Address, Quincy, N.H.

ST. JOHNSBURY, Vt., on Vermont Division, 189 miles from Boston.

St. Johnsbury House.....	A. G. Tolman.....	100	\$2 to 3	\$10 to 14
Avenue House.....	B. G. Howe.....	80	2.00	5 to 10
Cottage House.....	R. B. Flint.....	50	1.00	4 to 6

SALISBURY CENTRE, N.H., 5 miles by stage from North Boscawen, on Northern Division.

Elm House.....	F. P. Drew.....	15		\$4.00
----------------	-----------------	----	-------	--------

SANDWICH (CENTRE), N.H., 9 miles by stage from Centre Harbor.

Maple House.....	Ezra Gould.....	.....	.....	\$7 to 10
Boarding Houses from \$5.00 to \$7.00 per week: John A. Marston, 20; Henry F. Dorr, 10; Samuel H. Burleigh, 15; Albert Fogg, 15; Ruth Claffey, 12.				

SANDWICH (NORTH), N.H., 13 miles by stage from Centre Harbor.

Boarding Houses from \$5.00 to \$7.00 per week: Wm. McCrillis, 20; Noah S. Watson, 12; Samuel D. Wiggin, 15; Oliver M. Ambruse, 12.				
---	--	--	--	--

SHELDON, Vt., on Vermont Division, 272 miles from Boston, *via* St. Johnsbury.

Portland House.....	A. C. Marvin.....	50	\$2.00	\$7 to 10
Congress Hall.....	Miss E. Fitch.....	125	2.50	7 to 12

SOUTH LYNDENBORO', N.H., on Keene Branch, 60 miles from Boston.

Pine Grove House.....	J. H. Tarbell.....	25	\$1.00	\$5 to 6
Farm House.....	D. P. Harshorn.....	12	1.00	5 to 6
Mountain Side House.....	L. P. Spalding.....	10	.....	4 to 5
Farm House.....	J. C. Odell.....	8	.....	5 to 6

NAME OF HOUSE.	PROPRIETORS.	Accommodate.	Price per day.	Price per week.
----------------	--------------	--------------	----------------	-----------------

SOUTH MERRIMACK, N.H., on Keene Branch, 45 miles from Boston.

Franklin Farm House.....	D. G. Marsh.....	50		\$6 to 9
--------------------------	------------------	----	-------	----------

SUGAR HILL, N.H. See Lisbon, N.H.

SUNAPEE LAKE, N.H., (Newbury, N.H.) 109 miles from Boston *via* Concord.

Runals House.....	J. M. Runals.....	106	.....	\$7 to 10
Lake View House.....	M. P. Courser.....	125	.....	7 to 15
Blodgett's Landing*.....	Geo. W. Blodgett.....	100	.....	.....
Liberty Island.....	E. B. Croddock.....	.....	.....	.....
Sunapee House.....	.....	.....	.....	.....
Davis House.....	J. F. Davis.....	30	.....	.....
Maplewood House.....	Geo. Dodge.....	30	.....	.....
Farm House.....	J. Y. Gardner.....	20	.....	.....
" ".....	G. E. Alexander.....	8	.....	.....
" ".....	S. W. Abbott.....	6	.....	.....
" ".....	Geo. W. Gardner.....	6	.....	.....
" ".....	N. P. Baker.....	12	.....	.....
" ".....	A. A. Durgin.....	12	.....	.....

P. O., Sunapee.

* P. O., Newbury.

THORNTON, N.H., on the Pemigewasset Valley Branch.

Merrill House.....	William Merrill.....	30		\$5 to 8
--------------------	----------------------	----	-------	----------

TILTON, N.H., on the White Mountains Division.

Dexter House.....	J. F. Bryant.....	50	.....	\$7 to 14
.....	Andrew Gilman.....	20	.....	.....
.....	D. C. Clough.....	15	.....	.....

TWIN MOUNTAIN STATION, N.H., on the Mount Washington Branch of the White Mountains Division.

Twin Mountain House.....	Barron, Merrill & Barron	300	\$4.50	\$21 to 25
Pleasant View House.....	F. H. Cofran, Manager..	25	1.00	6 to 8
	Mrs. C. H. Miles.....			

WARNER, N.H., 94 miles from Boston *via* Concord, on Claremont Branch.

Farm House.....	Reuben Clough.....	8	.....	\$4 to 6
Elm Cottage.....	C. H. Leach.....	20	.....	5 to 7
Maple Grange Farm.....	Geo. L. Potter.....	8	.....	7.00
Farm House.....	M. M. Fisher.....	15	.....	4 to 6
Kearsarge Hotel.....	Pierre Dore's.....	10	.....	6 to 8

WARREN, N.H. See article on Moosilauke.

The Moosilauke.....	J. F. Thayer.....	75	\$3.00	\$8 to 15
Langdon House.....	G. H. L. Head.....	25	1.50	6 to 12
Tip Top House.....	Miss S. F. Woodworth..	30	3.00	14.00
Mt. Moosilauke				
Merrill's Mountain House..	Amos L. Merrill.....	30	1.50	6 to 10
Riverside House.....	L. W. Prescott.....	8	.....	6 to 8

WASHINGTON, N.H., 12 miles from Hillsboro' by stage.

Lowell House.....	Horace P. Snow.....	40	\$1.50	\$5 to 7
Griswold House.....	Albert T. Wright.....	30	1.00	4 to 7
Washington Farm House..	H. B. Millen.....	30	1.00	4 to 7
Bowman House.....	H. M. Bowman.....	20	1.00	5 to 7

WATERVILLE, N.H., 10 miles by stage from Campton Village station, on the Pemigewasset Valley Branch.

Greeley House*.....	Silas B. Elliott.....	75	\$2.00	\$8 to 10
---------------------	-----------------------	----	--------	-----------

* P. O. address, Campton Village.

WEIRS STATION, N.H. See special article on Lake Winnepesaukee.

Hotel Weirs.....	D. B. Story.....	250	\$3.00	\$9 to 21
Lakeside House.....	G. W. Weeks.....	200	3.00	14 to 21
Winnecott House.....	I. W. & J. W. Doolittle	60	3.00	9 to 15
Maple Cottage.....	Mrs. E. L. 'rue.....	25	1.50	6 to 8
Endicott House.....	S. C. Moore.....	20	.....	5 to 7
Winnepesaukee House.....	Heath & Brown.....	50	.....	5 to 6
	H. W. Gordon.....	50	.....	.....

NAME OF HOUSE.	PROPRIETORS.	Accom- modate.	Price per day.	Price per week.
WEST ANDOVER, N.H. , 107 miles from Boston, on Northern Division.				
Farm House.....	Mrs. H. N. Burt.....	15	.....	\$4 to 6
WEST CAMPTON, N.H. , reached from Campton Village station, on the Pem- igewasset Valley Branch.				
Sanborn's Hotel.....	T. J. Sanborn & Son....	75	.....	\$7 to 10
Boarding House.....	B. B. Southmayd.....	10	.....	5 to 7
" "	C. J. Avery.....	20	\$1.50	7 to 10
WEST CONCORD, Vt. , on the Vermont Division, 197 miles from Boston <i>via</i> St. Johnsbury.				
West Concord House.....	J. C. Spencer	10	\$1.00	\$6.00
Maple Grove House.....	W. H. Darling.....	10	1.00	6.00
WEST HOPKINTON, N.H. , on the Peterboro' Branch, 90 miles from Boston, <i>via</i> Concord.				
Boarding House.....	Geo. H. Hammond.....	6	.....	\$4 to 5
" "	John Straw.....	10	.....	5 to 7
" "	Henry Dustin*.....	12	.....	5 to 7
	*P. O., Contoocookville.			
WEST LEBANON, N.H. , 144 miles from Boston, on Northern Division.				
West Lebanon House.....	E. G. Southworth	75	.....	\$4 to 7
WEST STEWARTSTOWN, N.H. , 21 miles from North Stratford.				
Stewartstown House.....	W. W. Lindsey.....	25	\$1.50	\$7 to 10
" "	Mrs. Geo. Chamberlain.	8	.....	6.00
" "	E. W. Brigham.....	6	.....	6.00
" "	Joseph Tibbets.....	6	.....	6.00
" "	J. H. O. Parker.....	6	.....	6.00
" "	Stephen W. Carlton....	6	.....	6.00
" "	T. H. Mayo.....	3	.....	6.00
" "	Hiram Blanchard.....	6	.....	6.00
" "	C. S. Dalton.....	4	.....	6.00
" "	John P. Blodgett.....	5	.....	6.00
WEST THORNTON, N.H. , on the Pemigewasset Valley Branch.				
Valley House.....	A. H. Kendall.....	12	.....	.....
Burleigh House.....	John Burleigh.....	10	\$1.00	\$5 to 7
WHITEFIELD, N.H. See article on Jefferson.				
Mountain View House.....	Wm. F. Dodge & Sons..	100	\$2.00	\$7 to 12
Cherry Mountain House...	Mrs. J. S. Fiske.....	30	.....	.....
Mossy Brook House.....	Ira M. Aldrich.....	40	1.50	7 to 10
Kimball Hill House.....	H. J. Bowles.....	25	.....	6 to 7
Prospect Cottage.....	James A. Goodwin.....	25	.....	4 to 6
Fiske House.....	Mrs. H. W. Fiske.....	25	1.50	7 to 10
Boarding House.....	Mrs. Kate L. Eastman..	15	.....	5 to 8
WHITE RIVER JUNCTION, Vt. , 145 miles from Boston, where connection is made with the Central Vermont and Passumpsic Railroads.				
Junction House.....	V. N. Spalding.....	230	\$2.00	\$10 to 16
WILTON, N.H. , on Keene Branch, 55 miles from Boston.				
Everett House.....	A. J. Smith	50	\$1.50	\$7.00
Grove House.....	Levi Putnam.....	12	1.00	5.00
Pine Cliff House.....	E. P. Hutchinson.....	12	1.00	5.00
Summit Cliff House.....	Chas. Moore.....	6	1.00	5.00
Boarding House.....	C. Wilson.....	6	.....	5.00
" "	G. M. Boynton.....	6	.....	5.00
" "	Harvey Barnes.....	6	.....	5.00
" "	D. Russell.....	6	.....	5.00
Hillsboro' House.....	J. W. Stiles	10	.....	5.00
Abbot Hill House.....	A. D. Abbott.....	6	.....	5.00
Boarding House.....	E. C. Curtis.....	6	.....	5.00
" "	Rodney Peckham.....	12	1.00	5 to 7
Sunset Bank.....	R. M. Moore.....	8	1.00	7.00
WOLCOTT, Vt. , on the Vermont Division, 230 miles from Boston, <i>via</i> St. Johnsbury.				
Wolcott House.....	Geo. Clark.....	25	\$1.25	\$6.00

Price
per week.

\$4 to 6
the Pem.

\$7 to 10
5 to 7
7 to 10

oston via

\$6.00
6.00

oston, via

\$4 to 5
5 to 7
5 to 7

n.

\$4 to 7

\$7 to 10

6.00

6.00

6.00

6.00

6.00

6.00

6.00

\$5 to 7

7 to 12

to 10

to 7

to 6

to 10

to 8

ection

0 to 16

7.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

6.00

NAME OF HOUSE.

PROPRIETORS.

Accom-
modate.

Price
per day.

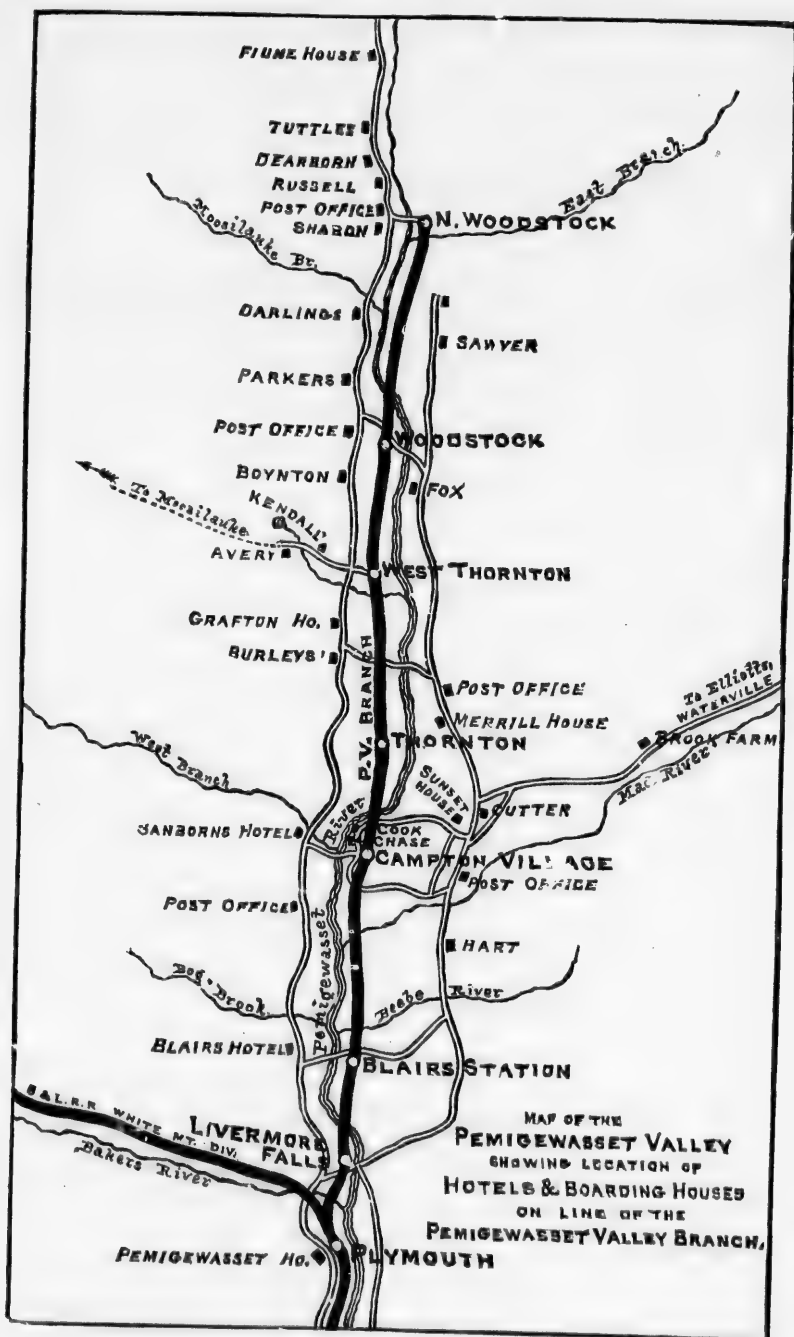
Price
per week.

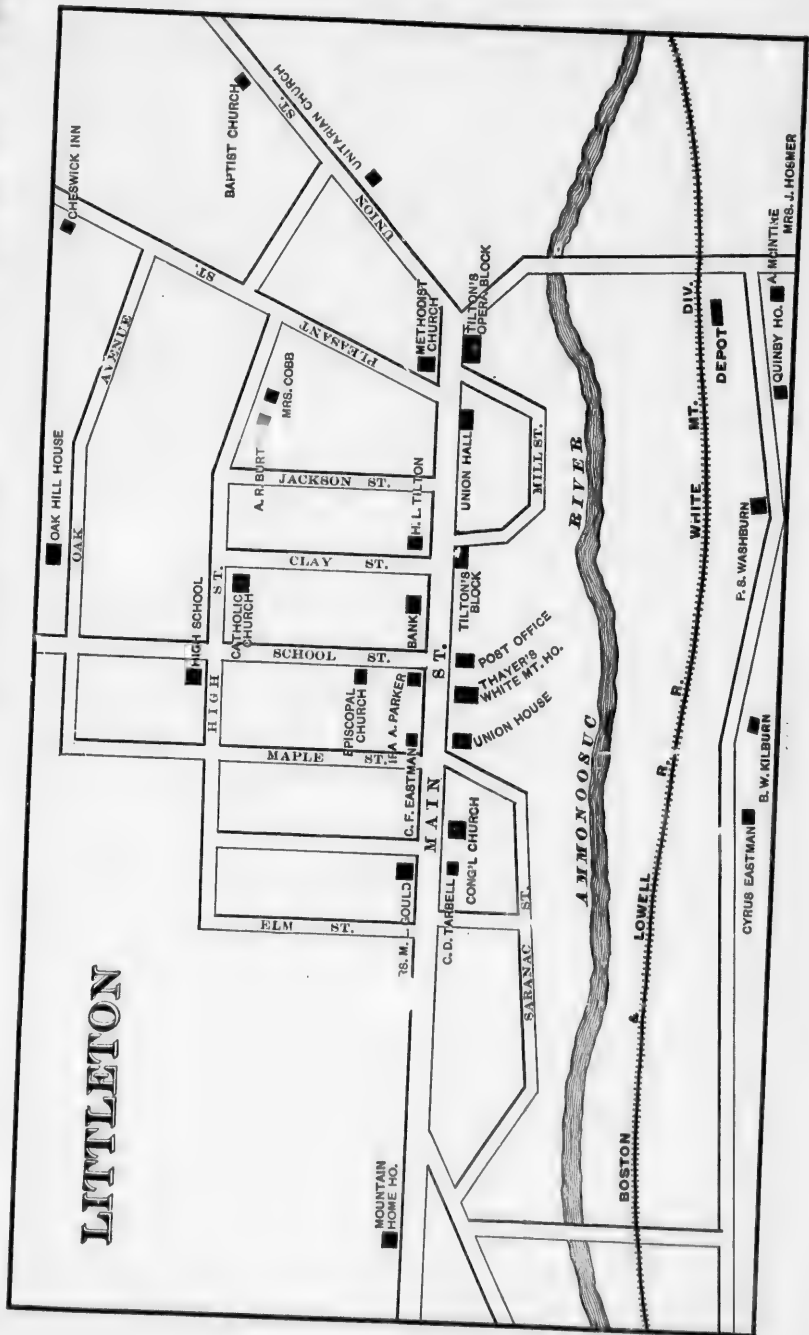
WOLFEBORO', N.H., on the eastern shore of Lake Winnepesaukee, sixteen miles from The Weirs. The trip across the lake is in itself very charming, and the situation of the town upon the slopes near the lake is very picturesque. The numerous hotels and boarding houses never lack patrons. The views in this vicinity include lake and mountain scenery in most enchanting variety; and the visitor may indulge in mountain climbing by ascending Croppie Crown, which has an elevation of 2,100 feet, or Tumble Down Dick, a lesser yet slightly elevation. Both are near the town, and easily accessible. Boating forms a favorite amusement with summer visitors.

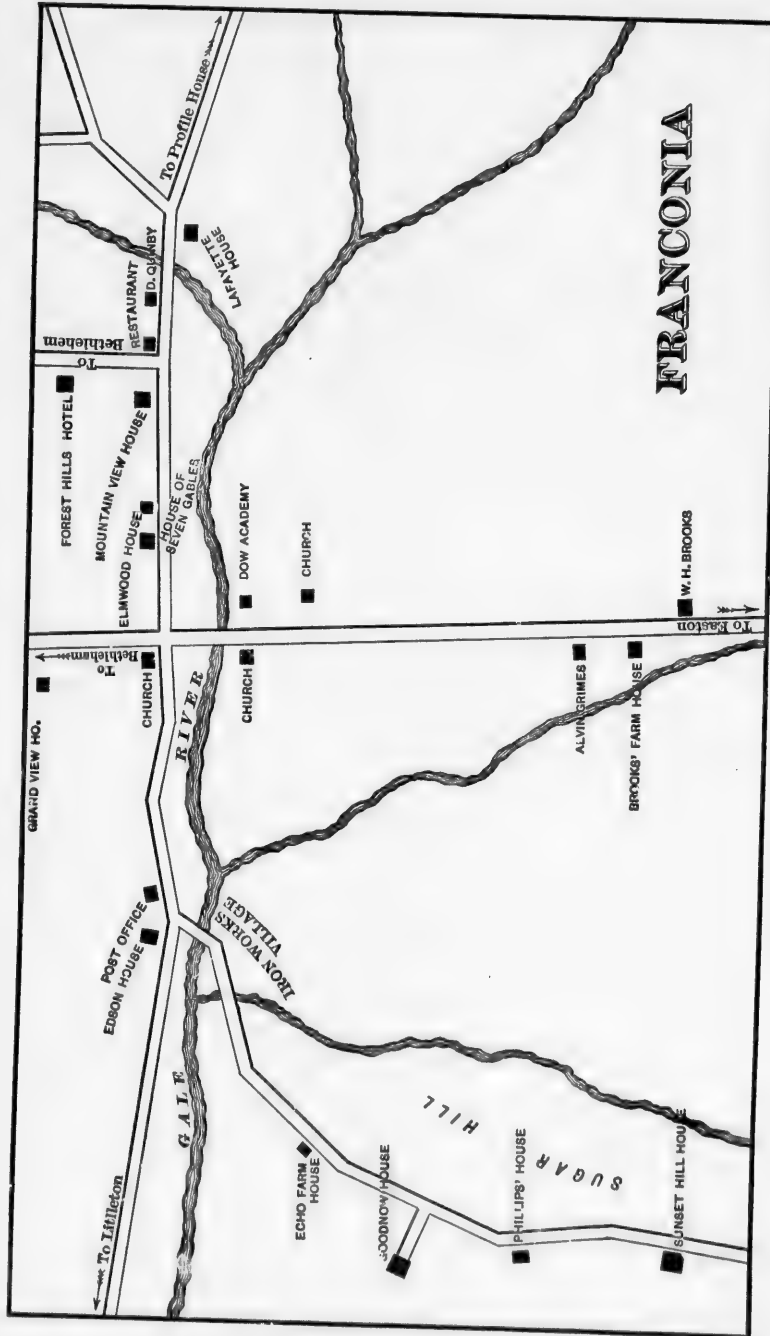
Pavilion.....	.....	250	.....	.....
Glendon House.....	.....	150	.....	.....
Lake House.....	Lucas & Chase.....	100	.....	.....
Bellevue House.....	Daniel Horn.....	40	\$1.50	\$10 00
Glen Cottage.....	Levi Horn.....	50	.....	7 to 10
Grove House.....	James Lovering.....	15	.....	6.00
Fair View House.....	S. N. Furber, Jr.....	15	.....	6 to 10
Garland House.....	Sidney Garland.....	20	.....	5 to 6
Blake House.....	Curtis L. Edgerly.....	23	.....	.....
Edgerly Farm.....	John A. Edgerly.....	25	1.00	5 to 7
Goodwin House.....	Alfred Brown.....	30	.....	5 to 8
Pebble Cottage.....	W. B. Fullerton.....	15	.....	5 to 7
Lake View House.....	C. W. Gilman.....	20	.....	5 to 8
Meador Retreat.....	S. A. Meador.....	22	.....	.....
Randall House.....	W. B. Randall.....	40	.....	6 to 10
Boarding House.....	Mrs. W. D. Hersey.....	15	.....	5 to 6
" ".....	S. W. Fay.....	25	.....	.....
" ".....	Jonas W. Piper.....	20	.....	6 to 8
" ".....	Chas. S. Paris.....	20	.....	.....
" ".....	John L. Mender.....	40	.....	.....

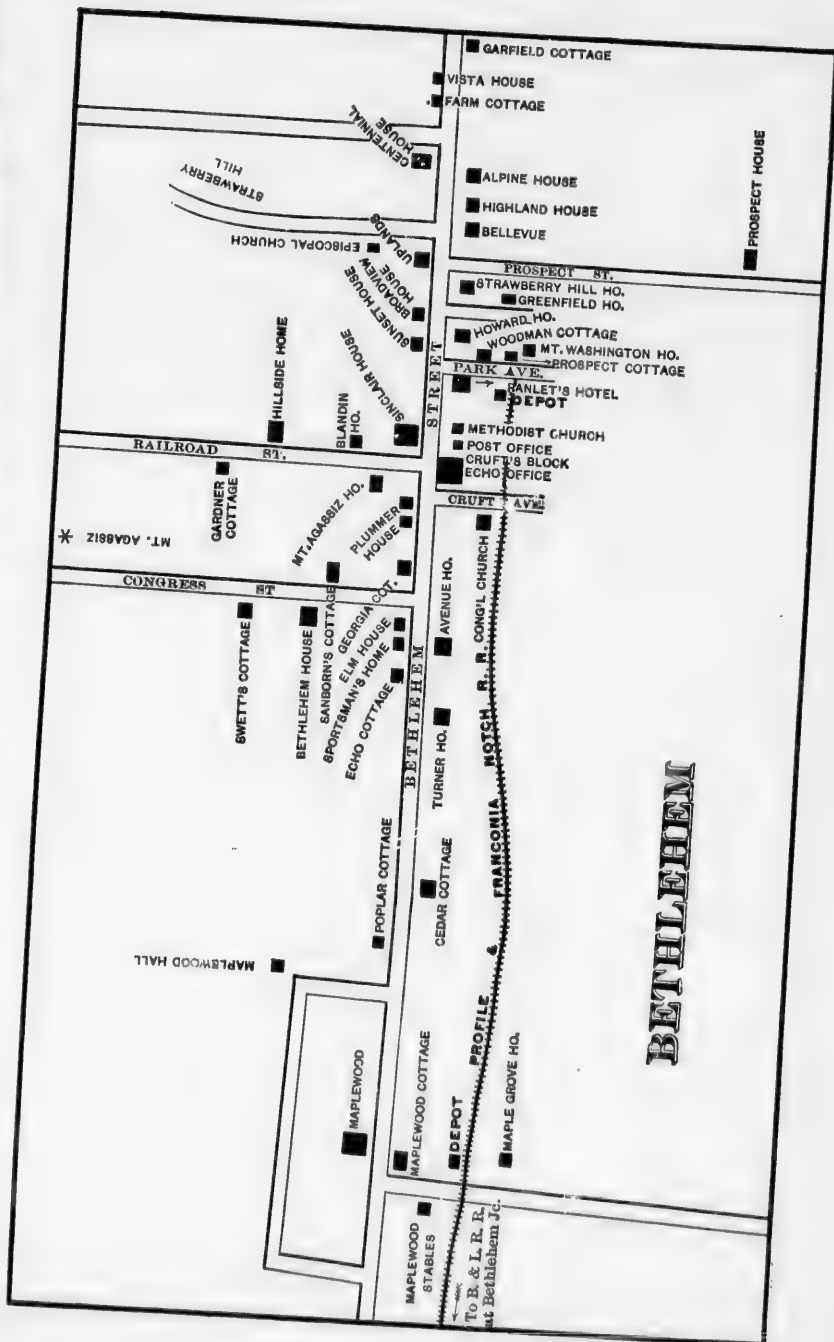
WOODSVILLE, N.H., 163 miles from Boston, on the White Mountains Division.

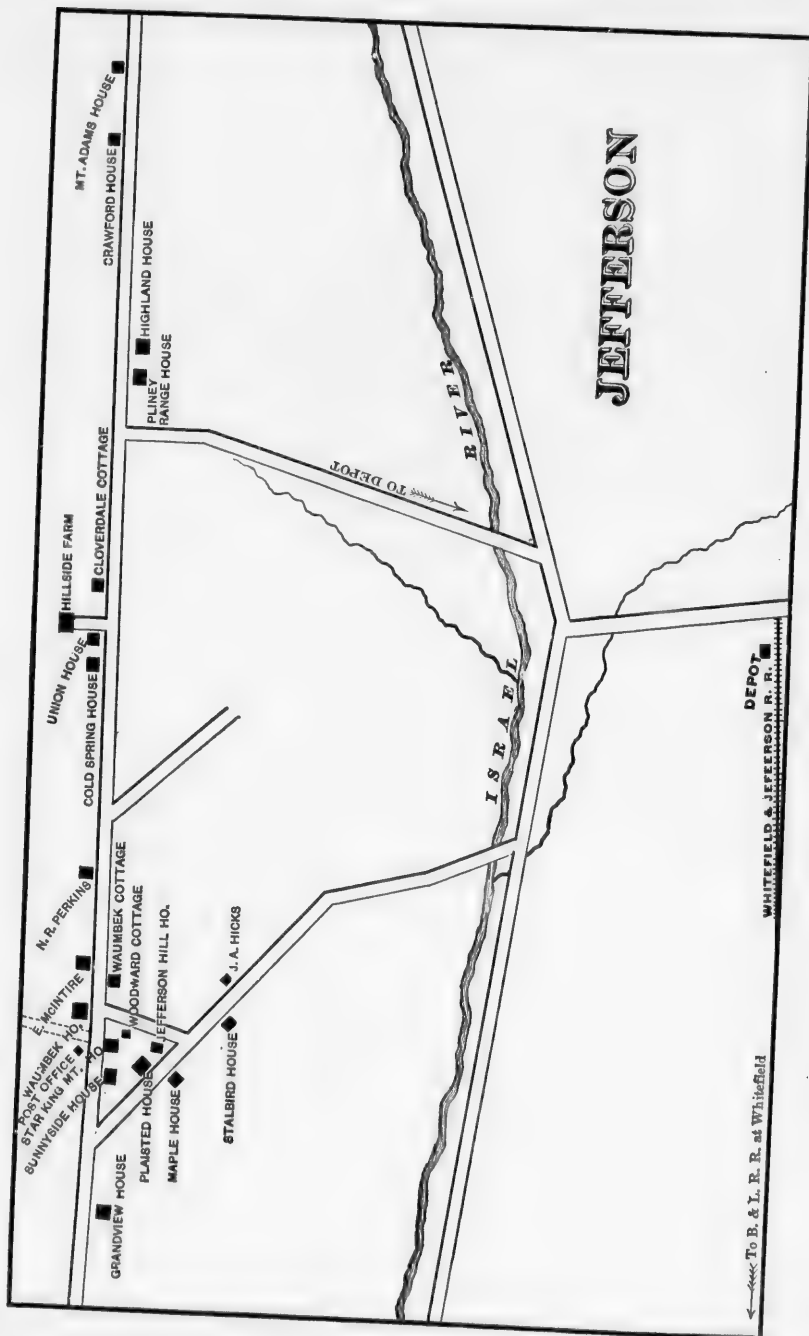
The Brunswick Hotel.....	I. K. George & Co.....	75	\$2.00	\$5 to 10
Parker House.....	Hawkins & Nutting.....	30	2.00	5 to 7











Time Schedules.

CHAPTER XIV.

Parlor and Sleeping-Car Lines.

IN EFFECT JUNE 28, 1886.

BOSTON AND WHITE MOUNTAINS.

Boston to Weirs, Fabyan's and Jefferson:—Parlor cars are run through on trains No. 75 and No. 145, leaving Boston at 9.30 A.M. and 1 P.M.

Fabyan's and Jefferson to Weirs and Boston:—Parlor cars are run through on train No. 238, leaving Fabyan's at 9.30 A.M., and Jefferson at 9.10 A.M.; and from Woodside to Boston on train No. 318, leaving Fabyan's at 1.25 P.M.

Boston to Weirs and Plymouth:—Parlor cars leave Boston for Weirs, Plymouth, &c., at 8.30 A.M. on train No. 53, 1.00 P.M. on train No. 145, and at 3.00 P.M. on train No. 189. Returning, leave Plymouth at 5.30 A.M. and 8.15 A.M.; Weirs at 6.06 A.M. and 8.54 A.M.; arriving Boston 10.08 A.M. and 1.15 P.M., respectively.

MANN BOUDOIR CARS

Between Boston and Fabyan's will be run as follows:—A parlor car will leave Boston at 1.00 P.M. on train No. 145, arriving Fabyan's at 8.00 P.M. A sleeping car will leave Boston at 7.00 P.M. on train No. 285, arriving at Fabyan's at 8.45 A.M. A parlor car will leave Fabyan's at 9.30 A.M. on train No. 238, arriving at Boston at 5.00 P.M. A sleeping car will leave Fabyan's at 10.30 P.M. on train No. 56, arriving at Boston at 8.30 A.M.

These cars contain buffets, at which the choicest of lunches will be served *en route*, and are especially adapted to the requirements of luxury-loving travellers, family parties or invalids. See time-schedules on pp. 164-5.

NEW YORK AND WHITE MOUNTAINS.

FALL RIVER LINE.

Fall River to Fabyan's:—A through parlor car leaves Fall River (Wharf) at 7.30 A.M. (except Sundays) *via* Lowell, from which place it is run *via* Plymouth (dinner) on the White Mountains Express No. 75 to Fabyan's. Passengers leaving New York by Fall River Line the previous day at 5.30 and 6.15 P.M. are given a full night's rest, and ample time for breakfast on the steamer. Parlor-car seats may be secured at the Fall River Line office, Pier 28, North River, New York, or at clerk's office on steamer.

Fabyan's to Fall River:—A through parlor car leaves Fabyan's for Fall River, *via* Lowell, on train No. 238, at 9.30 A.M., connecting at Fall River (Wharf) with Fall River Line steamers, reaching New-York at 8.30 P.M., and New York early the following morning. Steamer state-rooms may be secured of parlor-car conductor. See time-schedules on pp. 164-5.

DEPOT
WHITEFIELD & JEFFERSON R. R.

← New York to B. & A. L. R. R. at Whitefield

PROVIDENCE LINE.

Providence to Fabyan's:—A through parlor car leaves Providence at 6.30 A.M. (except Sundays), connecting on the wharf with steamers of Providence Line leaving New York the previous day at 5.00 P.M., running *via* Worcester (8.00 A.M.) and Nashua. From Nashua it is run to Plymouth on Montreal Express No. 53 (dinner). At Plymouth it is attached to White Mountains Express No. 75, for Fabyan's. Seats may be secured at Providence Line office, Pier 33, North River, New York, or at clerk's office on steamer.

Fabyan's to Providence:—A through parlor car leaves Fabyan's at 9.30 A.M. (except Sundays) on train No. 238, for Providence, *via* Nashua and Worcester, connecting at Providence (Wharf) with Providence Line steamers, arriving in New York early next morning. State-rooms on steamer may be secured of parlor-car conductor. See time-schedules on pp. 164-5.

CONNECTICUT RIVER LINE.

New York to Fabyan's:—A through train with parlor cars leaves Grand Central Depot, New York, at 9.15 A.M. (Sundays excepted), running *via* New Haven, Hartford, Springfield and Wells River, arriving at Fabyan's at 8.00 P.M. the same day.

Fabyan's to New York:—The return train with parlor cars leaves Fabyan's over above route (Sundays excepted) at 9.15 A.M., arriving in New York at 9.00 P.M. the same day. See time-schedule, p. 169.

BOSTON AND MONTREAL.

CENTRAL VERMONT LINE.

(Via White River Junc. and St. Albans.)

Boston to Montreal:—Pullman parlor cars leave Boston (except Sundays) on trains No. 53 and No. 145 at 8.30 A.M. and 1.00 P.M. Pullman sleeping cars leave Boston at 7.00 P.M. (except Sundays) on train No. 285.

Montreal to Boston:—Pullman parlor cars leave Montreal at 8.30 A.M. (except Sundays) on train No. 294. Pullman sleeping cars leave Montreal at 8.30 P.M. (except Sundays) on train No. 56. See time-schedules on pp. 166-7.

MONTREAL AND BOSTON AIR LINE.

(Via Plymouth, Wells and Lake Memphremagog.)

Boston to Montreal:—Parlor cars leave Boston at 8.30 A.M. (except Sundays) on train No. 53. Pullman sleeping cars leave Boston at 7.00 P.M. (except Sundays) on train No. 285.

Montreal to Boston:—Parlor cars leave Montreal at 9.00 A.M. (except Sundays) on train No. 318. Pullman sleeping cars leave Montreal at 7.45 P.M. (except Sundays) on train No. 56. See time-schedule on p. 168.

Stage Lines and their Connections.

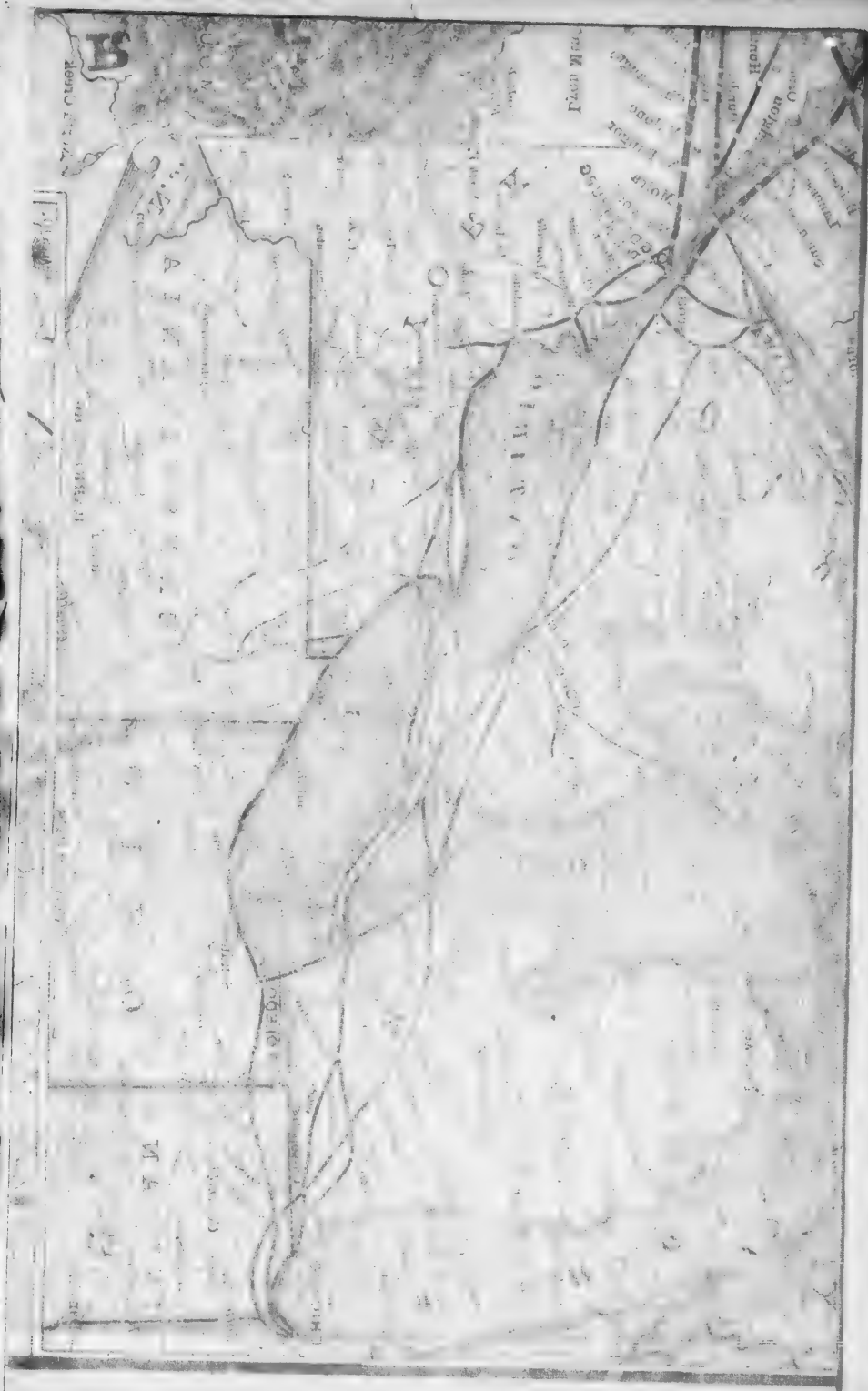
Stages connect with trains at the following stations:

- AMHERST, N.H.**—For Amherst Village and Ponemah Hotel on arrival of 7.30 A.M., 3.00 and 5.00 P.M. trains from Boston.
- ANTRIM, N.H.**—For North Branch on arrival of train leaving Boston at 7.30 A.M.
- BRISTOL, N.H.**—For Groton, Hebron, East Hebron and Bridgewater on arrival of train leaving Boston at 8.30 A.M., and for New Hampton and Alexandria on arrival of train leaving Boston at 1.00 P.M.
- BRADFORD, N.H.**—For New London, South Sutton, North Sutton, Sutton Mills, South Newbury and Bradford Springs on arrival of train leaving Boston at 1.00 P.M.
- BOSCAWEN, N.H.**—For Webster on arrival of train leaving Boston at 8.30 A.M.
- CANAAN, N.H.**—For Factory Village and Canaan Street, daily, and for Dorchester, North Dorchester and West Rumney, Tuesdays and Saturdays, on arrival of train leaving Boston at 8.30 A.M.
- CAMPTON VILLAGE, N.H.**—For Waterville and West Campton on arrival of train leaving Boston at 9.30 A.M.
- CANTERBURY, N.H.**—For Canterbury P.O. and Shaker Village on arrival of train leaving Boston at 8.30 A.M.
- CENTRE HARBOR, N.H.**—For Ossipee Mountain Park, Moultonboro', Sandwich, Tamworth and West Ossipee on arrival of steamer "Lady of the Lake," connecting from train leaving Boston at 8.30 A.M.
- CLAREMONT JUNCTION, N.H.**—For West Claremont, Ascutneyville and Weathersfield on arrival of train leaving Boston at 8.30 A.M.
- CONCORD, N.H.**—For St. Paul's School, Hopkinton Village, Loudon Village and Loudon Ridge on arrival of train leaving Boston at 1.00 P.M.
- CONTOOCCOOK, N.H.**—For Davisville on arrival of train leaving Boston at 1.00 P.M.
- EAST FAIRFIELD, VT.**—For Bakersfield, 8.15 A.M., 4.30 and 8.20 P.M.; for St. Albans, 8.00 A.M.
- EAST HARDWICK, VT.**—For North Walden on arrival of train leaving Boston at 8.30 A.M.
- ENFIELD, N.H.**—For Enfield Centre on arrival of train leaving Boston at 8.30 a.m.
- FLETCHER, VT.**—For Fletcher Centre, North Cambridge and Fairfax at 11.30 A.M.
- GREENFIELD, N.H.**—For Francestown on arrival of trains leaving Boston at 7.30 A.M., and 3.00 P.M.
- GREENSBORO', VT.**—For East Greensboro', North Greensboro', Greensboro P.O., E. Craftsbury, Craftsbury, No. Craftsbury and Stannard on arrival train (via St. Johnsbury) leaving Boston at 8.30 A.M.
- HANCOCK, N.H.**—For South Stoddard, Stoddard, Marlow, East Alstead, Alstead and East Lempster on arrival of train leaving Boston at 7.30 A.M.
- HARDWICK, VT.**—For Hardwick Village and Plainfield at 6.20 A.M.
- HARRISVILLE, N.H.**—For Nelson and Munsonville on arrival of train leaving Boston at 7.30 A.M., and for Dublin on arrival of trains leaving Boston at 7.30 A.M. and 3.00 P.M.
- HILLSBORO', N.H.**—For Washington, Upper and Lower Hillsboro', East Washington and Hillsboro' Centre on arrival of train leaving Boston at 1.00 P.M.; for Deering and East Deering on arrival of train leaving Boston at 7.30 A.M.

- HYDE PARK, VT. — For North Hyde Park, Eden and Lowell at 7.00 A.M.
- JEFFERSON, N.H. — For Jefferson Highlands and Jefferson Hill on arrival of trains leaving Boston at 9.30 A.M. and 1.00 P.M.
- KEENE, N.H. — For Marlow and Surrey at 1.00 P.M.; for Chesterfield and Richmond at 2.00 P.M.
- LACONIA, N.H. — For Gilford Village on arrival of train leaving Boston at 8.30 A.M.
- LEBANON, N.H. — For Etna, East Plainfield, Meriden, Cornish, Hanover Centre and Claremont, daily, and for Grantham, North Grantham and Montcalm, Tuesdays and Saturdays, on arrival of train leaving Boston at 8.30 A.M.
- LISBON, N.H. — For Sugar Hill, *Sunset Hill, *Breezy Hill, Lyman and Landaff on arrival of train leaving Boston at 9.30 A.M.
- LITTLETON, N.H. — For Profile House, Franconia, Bethlehem and Waterford on arrival of train leaving Boston at 9.30 A.M.
- MILFORD, N.H. — For Mount Vernon and North Lyndeboro' on arrival of trains leaving Boston at 7.30 A.M., 3.00 and 5.00 P.M.
- MORRISVILLE, VT. — For Stowe and Mt. Mansfield at 12.30 P.M.
- NEWPORT, N.H. — For Croydon Flat, Croydon, Grantham, Unitoga, East Unity, Lempster Street, East Ackworth and South Ackworth at 5.30 P.M.; for Goshen, Mill Village, Goshen Corner and Washington at 3.00 P.M.
- NORTH WOODSTOCK, N.H. — For Flume House and Profile House on arrival of train leaving Concord at 6.55 A.M., and trains leaving Boston at 9.30 A.M. and 1.00 P.M.
- NORTH BOSCAWEN, N.H. — For Salisbury, Salisbury Centre and West Salisbury on arrival of train leaving Boston at 8.30 A.M.
- PLYMOUTH, N.H. — For West Plymouth, on arrival of train leaving Boston at 8.30 A.M.
- POTTER PLACE, N.H. — For New London, Wilmot Flat and Scytheville on arrival of train leaving Boston at 8.30 A.M.; and for Summit Kearsarge Mountain (Winslow House) from all day trains.
- RUMNEY, N.H. — For Rumney Village and North Groton on arrival of train leaving Boston at 8.30 A.M.
- SUNAPEE, N.H. — For Sunapee Village on arrival of trains leaving Boston at 8.30 A.M. and 1.00 P.M., and from the Village to Georges' Mills, Tuesdays, Thursdays and Saturdays, at 6.00 P.M.
- TILTON, N.H. — For Belmont and Gilmanton on arrival of trains leaving Boston at 8.30 A.M. and 1.00 P.M.; and for New Hampton and Sanbornton on arrival of train leaving Boston at 8.30 A.M.
- WARREN, N.H. — For Mount Moosilauke, Merrill Mountain House and Breezy Point House on arrival of train leaving Boston at 8.30 A.M.
- WALDEN, VT. — For Cabot, Walden P.O. and South Walden on arrival of train leaving Boston at 8.30 A.M.
- WEST ANDOVER, N.H. — For Wilmot, East Springfield, Springfield and West Springfield on arrival of train leaving Boston at 8.30 A.M.
- WEST DANVILLE, VT. — For East Cabot, South Cabot and Marshfield, Tuesdays, Thursdays and Saturdays, at 8.20 A.M.
- WILTON, N.H. — For Greenville, on arrival of train leaving Boston at 3.00 P.M.
- WOODSVILLE, N.H. — For Swiftwater, Benton, Whitcherville and Wildwood after arrival of train leaving Boston at 8.30 A.M.
- WOLCOTT, VT. — For North Wolcott and North Craftsbury, Mondays, Wednesdays and Fridays, at 9.00 A.M.; for East Elmore, Tuesdays, Thursdays and Saturdays, at 6.30 P.M.

*Runs if notice is given in advance.

A.M.
ar-
held
ton
ver
am
ing
and
and
val
ga,
rth
sh-
on
ng
est
ng
lle
nit
of
ng
es'
av-
nd
nd
M.
val
nd
d,
at
d-
s,
s,



Map of the Boston & Lowell Railroad System with its Principal Connections

SOUTHERN DIVISION 117 Miles
WHITE MOUNTAINS DIVISION 183
VERMONT DIVISION 122
CENTRAL MASSACHUSETTS RAILROAD 41
TOTAL 714 Miles.





BAND AND VESTRY CO., ENGINEERS AND PRINTERS, BOSTON.



THE BOSTON
WHITE MOUNTAIN
District of the
BOSTON & LOWELL R.R.

Chateau Richer

Canada

St. Thomas

1877

Wm. C. Johnson, Esq.

and

of the

U

O

MONTREAL AND PORTLAND LINE.

VIA THE WHITE MOUNTAINS AND THE CRAWFORD NOTCH.

Through Schedule.

In Effect June 28, 1886.

MONTREAL TO PORTLAND.			PORTLAND TO MONTREAL.		
Miles.	STATIONS.	A.M.	STATIONS.	A.M.	
....	Lv. Montreal, So. Ea. Ry.....	9.00	Lv. Portland, P. & O. R.R.....	8.35	
7	" St. Lambert, "	9.25	" Transfer Station, "	8.40	
21	" Chambly, "	9.45	" Fryeburg, "	10.32	
26	" Marieville, "	9.55	" No. Conway, "	10.55	
40	" Farnham, "	10.25	" Intervale, "	11.00	
53	" Cowansville, "	10.48	" Glen Station, "	11.10	
74	" Richford, "	11.26	" Bartlett, "	11.30	
80	" No. Troy, "	12.01	" Crawford's, "	12.10	
103	Ar. Newport, "	12.35	" Mt. Pleasant, "	12.20	
....	Lv. Newport, Pass. R.R.....	1.08	Ar. Fabyan's, "	12.22	
118	" Barton, "	1.29	Lv. Mt. Washington, Mt. W. Ry..	7.00	
139	" Lyndonville, "	2.10	" Fabyan's, B. & L. R.R.....	1.10	
147	Ar. St. Johnsbury, "	2.20	" Twin Mountain, "	1.20	
....	Lv. Maquam, F. & L. R.R.....	9.40	" Profile House, "	11.25	
2	" Swanton, "	10.00	" Bethlehem, P. & F. N. R.R....	1.15	
16	" Sheldon, "	10.38	" Maplewood, "	1.20	
34	" Cambridge Jct., "	11.25	" Bethlehem Jct., "	1.31	
47	" Hyde Park, "	12.00	" Wing Road, B. & L. R.R.....	1.40	
50	" Morrisville, "	12.18	" Jefferson, W. & J. R.R....	1.05	
98	Ar. St. Johnsbury, "	2.20	" Whitefield, B. & L. R.R.....	1.52	
147	Lv. St. Johnsbury, "	2.30	" Scott's, "	2.00	
151	" E. St. Johnsbury, "	2.39	" Lunenburg, "	2.06	
155	" West Concord, "	2.47	" Whitefield, "	3.03	
169	" Lunenburg, "	3.24	Lv. St. Johnsbury, "	3.18	
172	" Scott's, "	3.30	Ar. Morrisville, "	5.17	
175	" Whitefield, "	3.36	" Hyde Park, "	5.35	
185	Ar. Jefferson, W. & J. R.R.....	4.40	" Cambridge Jct., "	6.08	
187	" Wing Road, B. & L. R.R.....	3.50	" Sheldon, "	6.58	
184	" Bethlehem Jct., "	3.59	" Swanton, "	7.30	
186	" Maplewood, P. & F. N. R.R.	4.16	" Maquam, "	7.40	
187	" Bethlehem, "	4.21	Lv. St. Johnsbury, Pass. R.R.....	3.15	
194	" Profile House, "	4.40	" Lyndonville, "	3.30	
184	" Twin Mountain, B. & L. R.R.	4.10	" Barton, "	4.13	
193	" Fabyan's, "	4.20	Ar. Newport, "	4.40	
....	Lv. Fabyan's, P. & O. R.R.....	4.30	Lv. Newport, So. Ea. Ry.....	4.45	
195	Ar. Mt. Pleasant, "	4.35	" No. Troy, "	5.15	
202	" Mt. Washington, Mt. W. Ry.	6.30	" Richford, "	5.50	
199	" Crawford's, P. & O. R.R.....	4.37	" Cowansville, "	6.30	
214	" Bartlett, "	5.20	Ar. Farnham, "	6.55	
219	" Glen Station, "	5.30	Lv. Farnham, "	7.15	
224	" Intervale, "	5.40	Ar. Marieville, "	7.36	
225	" No. Conway, "	5.45	" Chambly, "	7.47	
236	" Fryeburg, "	6.10	" St. Lambert, "	8.10	
284	" Transfer Station, "	7.40	Ar. Montreal, "	8.40	
285	Ar. Portland, "	7.45			

* Dinner at Memphremagog House.

† Supper.

‡ Dinner at Fabyan House.

BOSTON TO WINNIPESAUKEE AND WHITE MOUNTAINS. THROUGH SCHEDULE, IN EFFECT JUNE 28, 1886.

Miles.	STATIONS.	No. 51	No. 29	No. 53	No. 75	No. 145	No. 189	No. 285
		Local.	Mail.	Exp.	Exp.	Mt.	Local.	Mt.
....	Lv. Boston.....B. & L. R.R.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
....	" Salem....." "	7.30	8.30	9.30	1.00	3.00	7.00	7.00
....	" Lawrence(via Lowell) " " "	7.50	8.15	9.10	12.40	3.15	5.50	5.50
26	" Lowell....." "	8.15	9.30	12.05	3.15	6.40	6.40	6.40
40	" Nashua Junction....." "	8.30	9.20	10.14	1.48	3.59	7.48	7.48
57	" Manchester.....Concord R.R.	9.00	9.48	10.40	2.19	4.20	8.20	8.20
75	Ar. Concord....." "	9.48	10.15	11.10	2.48	5.02	8.54	8.54
....	Lv. Concord.....B. & L. R.R.	10.30	10.50	11.40	3.12	5.42	9.25	9.25
84	" Canterbury....." "	6.55	11.00	10.55	11.42	3.17	5.50	9.30
88	" Northfield....." "	7.14	11.21	.....	.....	.....	*6.17	*
93	" Tilton....." "	7.22	11.28	.....	.....	.....	*6.24	*
97	" East Tilton....." "	7.32	11.39	11.27	.....	3.50	6.35	10.11
102	" Lacoria....." "	7.39	11.47	.....	.....	.....	*6.43	*
104	" Lake Village....." "	7.49	11.58	11.45	12.25	4.08	6.55	10.30
109	" Weirs....." "	7.54	12.03	11.50	.....	4.12	6.59	10.35
119	Ar. Centro Harbor.....Steamer	8.03	12.13	12.00	12.36	4.23	7.09	10.46
125	" Wolfboro'....." "	.....	.....	1.00	.....	5.10	.....	.....
113	Lv. Meredith.....B. & L. R.R.	10.10	.....	8.05	.....	7.00	.....	.....
121	" Ashland....." "	8.10	12.21	12.08	.....	4.32	7.16	10.55
126	Ar. Plymouth....." "	8.28	12.38	12.28	.....	4.51	7.34	11.14
....	Lv. Plymouth.....B. & L. R.R.	8.38	12.50	12.40	1.05	5.02	7.45	11.26
128	Ar. Livermore Falls....." "	8.50	.....	1.39	5.30	P.M.	.....	.....
130	" Blair....." "	8.55	.....	1.51	5.26	P.M.	.....	.....
134	" Campton Village....." "	9.05	.....	1.55	5.30	.....	.....	.....
135	" Thornton....." "	9.14	.....	2.03	5.38	.....	.....	.....
140	" West Thornton....." "	9.22	.....	2.07	5.42	.....	.....	.....
143	" Woodstock....." "	9.38	.....	2.18	5.53	.....	.....	.....
147	" North Woodstock....." "	9.49	.....	2.25	6.00	.....	.....	.....
154	" Flume House.....Stage	10.00	.....	2.35	6.10	.....	.....	.....
159	Ar. Profile House....." "	11.45	.....	3.50	7.40	.....	.....	.....
126	Lv. Plymouth.....B. & L. R.R.	12.45	.....	4.50	8.40	.....	.....	.....
131	Ar. Quincy....." "	8.48	1.40	1.15	1.35	5.17	11.36	11.36
134	" Rumney....." "	8.59	1.52	.....	.....	.....	.....	.....
137	" West Rumney....." "	9.04	1.57	.....	.....	.....	.....	.....
142	" Wentworth....." "	9.11	2.04	.....	.....	.....	.....	.....
146	" Warron....." "	9.20	2.15	.....	.....	.....	.....	.....
155	" East Haverhill....." "	9.28	2.23	1.50	.....	5.50	12.23	12.23
160	" Haverhill....." "	9.48	2.45	.....	.....	.....	.....	.....
163	" North Haverhill....." "	9.58	2.55	2.16	.....	*6.15	.....	.....
....	" White Mt. Transfer....." "	10.05	3.03	.....	.....	.....	.....	.....
168	" Woodsville....." "	.....	3.11	.....	2.50	6.32	.....	.....
....	Lv. Woodsville....." "	10.15	3.15	2.30	.....	6.38	11.20	11.20
173	Ar. Bath....." "	10.40	4.00	.....	.....	.....	7.05	7.05
178	" Lisbon....." "	10.57	4.13	P.M.	.....	*6.42	7.16	7.16
184	" North Lisbon....." "	11.10	4.27	.....	8.15	6.53	7.28	7.28
189	" Littleton....." "	11.23	4.42	.....	.....	.....	7.41	7.41
195	" Wing Road....." "	11.35	4.54	.....	3.37	7.14	7.52	7.52
199	Ar. Bethlehem Junc....." "	11.50	5.10	.....	3.50	7.25	8.05	8.05
201	Ar. Bethlehem.....P. & F. N. R.R.	12.04	5.26	.....	4.04	7.37	8.17	8.17
202	" Bethlehem....." "	12.15	5.40	.....	4.16	7.50	8.32	8.32
209	" Profile House....." "	12.20	5.45	.....	4.21	7.55	8.37	8.37
203	Ar. Twin Mt. House.....B. & L. R.R.	2.18	6.05	.....	4.40	8.13	8.55	8.55
207	" White Mt. House....." "	12.15	5.38	.....	4.16	7.48	8.31	8.31
208	" Fayon's....." "	12.23	5.48	.....	.....	.....	8.43	8.43
209	" Mt. Pleasant House....." "	12.25	5.50	.....	4.28	8.00	8.45	8.45
212	" Crawford House.....P. & O. R.R.	12.35	5.55	.....	4.35	8.05	9.25	9.25
217	Ar. Summit Mt. Wash.....Mt. W. Ry	.....	6.00	.....	5.00	8.30	9.20	9.20
193	Lv. Wing Road.....B. & L. R.R.	.....	.....	.....	6.30	.....	11.00	11.00
200	Ar. Whitefield....." "	11.55	5.15	.....	4.00	7.27	8.28	8.28
210	" Jefferson.....W. & J. R.R.	12.08	5.28	.....	4.13	7.36	8.43	8.43
202	" Scott's.....B. & L. R.R.	12.30	5.55	.....	4.40	8.00	9.10	9.10
204	" Dalton....." "	12.14	5.34	.....	4.19	7.42	.....	.....
206	" South Lancaster....." "	12.18	5.37	.....	4.23	7.46	.....	.....
211	" Lancaster....." "	12.23	5.43	.....	4.29	7.50	.....	.....
217	" Guildhall....." "	12.35	5.55	.....	4.40	8.00	.....	.....
221	Ar. Groveton....." "	.....	6.50	.....	6.50	.....	.....	.....
.....	.....	.....	7.00	.....	7.00	.....	.....	.....
.....	.....	P.M.	P.M.	.....	P.M.	P.M.	A.M.	A.M.

* Stops on signal to take, or on notice to Conductor, to leave passengers.

WHITE MOUNTAINS AND WINNIPESAUKEE TO BOSTON.

THROUGH SCHEDULE, IN EFFECT JUNE 23, 1886.

STATIONS.	No. 94	No. 162	No. 270	No. 238	No. 318	No. 60	No. 56
	Local.	Local.	Mail.	Exp.	Exp.	Local.	Night Exp.
Lv. Summit Mt. Washington, Mt. W. Ry	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
" Crawford House.....P. & O. R.R.	.....	.....	.....	7.00	.....	2.00	.....
" Mt. Pleasant House...B. & L. R.R.	.....	.....	.....	8.20	12.10	3.25	7.25
" Fabyan's....." "	.....	.....	7.48	9.25	1.20	3.40	10.25
" White Mt. House....." "	.....	.....	7.53	9.30	1.25	4.35	10.30
" Twin Mountain....." "	.....	.....	*7.55	.....	*1.27	*4.36	*
Lv. Profile House.....P. & F. N. R.R.	.....	.....	8.05	9.40	1.33	4.45	10.40
" Bethlehem....." "	.....	.....	.....	7.40	9.00	11.25	3.20
" Maplewood....." "	.....	.....	8.00	9.20	1.15	4.37	7.05
Lv. Bethlehem Junction...B. & L. R.R.	.....	.....	8.05	9.25	1.20	4.42	7.10
Ar. Wing Road....." "	.....	.....	8.17	9.55	1.42	4.55	10.51
Lv. Groveton.....B. & L. R.R.	.....	.....	8.28	10.05	1.50	5.10	11.00
" Guildhall....." "	.....	.....	.....	7.50	.....	.....	.....
" Lancaster....." "	.....	.....	.....	8.00	.....	.....	.....
" South Lancaster....." "	.....	.....	7.25	9.10	1.00	.....	.....
" Dalton....." "	.....	.....	7.38	.....	*1.12	.....	.....
" Scott's....." "	.....	.....	7.41	.....	1.15	.....	.....
" Jefferson.....W. & J. R.R.	.....	.....	7.46	9.31	1.21	.....	.....
" Whitefield.....B. & L. R.R.	.....	.....	7.25	9.10	1.05	.....	.....
Ar. Wing Road....." "	.....	.....	7.52	9.37	1.27	.....	.....
Lv. Wing Road.....B. & L. R.R.	.....	.....	8.05	9.50	1.39	.....	.....
" Littleton....." "	.....	.....	8.30	10.08	1.50	5.10	11.00
" North Lisbon....." "	.....	.....	8.47	10.22	2.02	5.26	11.13
" Lisbon....." "	.....	.....	9.02	.....	*2.12	5.39	.....
" Bath....." "	.....	.....	9.18	10.45	2.24	5.55	11.37
Ar. Woodsville....." "	.....	.....	9.34	.....	2.35	6.08	*
Lv. Woodsville....." "	.....	.....	9.50	.....	2.45	6.20	12.00
" White Mt. Transfer....." "	.....	6.30	10.35	.....	3.10	.....	2.05
" North Haverhill....." "	.....	.....	10.38	11.11	.....	P.M.	.....
" Haverhill....." "	.....	.....	6.40	10.47	.....	.....	2.15
" East Haverhill....." "	.....	.....	6.48	10.57	*1.30	*3.26	2.23
" Warren....." "	.....	.....	*6.58	11.08	.....	.....	2.33
" Wentworth....." "	.....	.....	7.19	11.32	12.00	3.54	2.63
" West Rumney....." "	.....	.....	7.27	11.42	.....	*	3.02
" Rumney....." "	.....	.....	*7.37	11.54	.....	.....	3.12
" Quincy....." "	.....	.....	7.44	12.02	.....	*	3.19
Ar. Plymouth....." "	.....	.....	*7.49	12.07	.....	.....	.....
Lv. Profile House.....Stage	.....	.....	8.00	12.20	12.35	4.30	3.35
" Flume House....." "	.....	.....	.....	.....	9.15	1.00	.....
" North Woodstock...B. & L. R.R.	.....	.....	.....	.....	10.00	2.50	.....
" Woodstock....." "	.....	.....	6.35	.....	11.10	3.30	.....
" West Thornton....." "	.....	.....	6.46	.....	11.20	3.40	.....
" Thornton....." "	.....	.....	6.57	.....	11.27	3.47	.....
" Campton Village....." "	.....	.....	7.13	.....	11.38	3.58	.....
" Blairs....." "	.....	.....	7.20	.....	11.42	4.02	.....
" Livermore Falls....." "	.....	.....	7.32	.....	11.50	4.10	.....
Ar. Plymouth....." "	.....	.....	7.39	.....	11.54	4.14	.....
Lv. Plymouth.....B. & L. R.R.	5.30	8.15	1.10	1.05	4.40	.....	3.55
" Ashland....." "	5.40	8.28	1.23	.....	*4.51	.....	3.47
Lv. Meredith....." "	5.54	8.45	1.44	.....	*5.08	.....	4.04
Lv. Wolfboro'.....Steamer	.....	6.00	10.20	10.20	3.05	.....	.....
" Centre Harbor....." "	.....	7.35	12.50	12.50	.....	.....	.....
Lv. Weirs.....B. & L. R.R.	6.02	8.54	1.54	1.45	5.16	.....	4.13
" Lake Village....." "	6.15	9.10	2.05	1.54	5.26	.....	4.23
" Laconia....." "	6.20	9.14	2.09	1.57	5.30	.....	4.29
" East Tilton....." "	6.33	9.25	2.21	.....	*	.....	4.39
" Tilton....." "	6.42	9.33	2.29	2.15	5.47	.....	4.46
" Northfield....." "	6.54	9.43	2.40	.....	.....	.....	4.57
" Canterbury....." "	7.02	9.50	2.48	.....	.....	.....	5.04
Ar. Concord....." "	7.22	10.10	3.10	2.45	6.25	.....	5.35
" Manchester.....Concord R.R.	8.14	11.00	4.22	3.21	6.59	.....	6.30
" Nashua Junction....." "	8.50	11.37	5.00	3.50	7.29	.....	7.00
" Lowell.....B. & L. R.R.	9.18	12.17	5.34	4.15	7.52	.....	7.35
" Lawrence, (via Lowell)....." "	10.35	2.15	6.31	6.24	.....	.....	10.35
" Salem....." "	12.00	.....	7.05	6.20	.....	.....	8.45
Ar. Boston....." "	10.08	1.15	6.25	6.00	8.35	.....	8.30
	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.

* Stops on signal to take, or on notice to Conductor, to leave passengers.

CENTRAL VERMONT LINE. **Boston to White River Junction and Montreal.** **THROUGH SCHEDULE, IN EFFECT JUNE 28, 1886.**

Miles.	STATIONS.	No. 53. Day Exp.	No. 145. Fast Ex.	No. 189. Local.	No. 285. Night Express.
		A. M.	P. M.	P. M.	P. M.
.....	Lv. Boston, B. & L. R.R.....	8.30	1.00	3.00	7.00
.....	" Salem, "	7.50	12.40	.....	5.50
.....	" Lawrence, via Lowell, B. & L. R.R.....	8.15	12.05	3.15	6.40
26	" Lowell, "	9.20	1.48	3.53	7.48
40	" Nashua Junction, Concord R.R.....	9.45	2.13	4.30	8.20
57	" Manchester, "	10.19	2.43	.02	8.54
75	Ar. Concord, "	10.50	3.12	5.42	9.25
.....	Lv. Concord, B. & L. R.R.....	10.55	3.16	5.45	9.30
82	Ar. Penacook, "	11.07	3.28	5.58	9.44
84	" Boscawen, "	11.12	.....	6.04	9.50
88	" No. Boscawen, "	11.20	.....	6.13	*9.58
94	" Franklin, "	11.31	3.49	6.35	10.11
101	" Hill, "	12.00	4.08	.....	.....
107	" Bristol, "	12.20	4.22	.....	.....
100	" East Andover, "	11.46	.....	7.00	10.26
102	" Andover, "	11.51	.....	7.07	*
106	" Potter Place, "	12.01	.....	7.19	10.43
107	" West Andover, "	12.05	.....	7.24	*
110	" So. Danbury, "	12.11	.....	7.33	*
113	" Danbury, "	12.20	.....	7.44	11.00
119	" Grafton, "	12.31	.....	7.59	*
120	" Grafton Centre, "	12.35	.....	8.03	*
127	" Canaan, "	12.48	.....	8.30	11.38
131	" West Canaan, "	12.57	.....	8.38	*
133	" Enfield, "	1.03	.....	8.45	11.56
136	" East Lebanon, "	1.08	.....	8.50	*
140	" Lebanon, "	1.18	5.05	8.59	12.12
144	" West Lebanon, "	1.28	.....	9.08	12.23
145	Ar. White River Junction, B. & L. R.R.....	1.30	5.15	9.10	12.25
145	Lv. White River Junction, Pass. R.R.....	1.50	5.25	P. M.	12.35
149	Ar. Norwich, "	2.00	5.40	.....	12.43
160	" Thetford, "	2.27	6.20	.....	.....
164	" Ely, "	2.40	6.35	.....	.....
167	" Fairlee, "	2.48	6.50	.....	.....
173	" Bradford, "	3.05	7.15	.....	1.30
180	" Newbury, "	3.26	7.40	.....	.....
185	Ar. Wells River, "	3.38	8.00	.....	1.50
145	Lv. White River Junction, C. Vt. R.R.....	1.50	5.25	.....	12.40
164	Ar. So. Royalton, "	2.30	.....	.....	1.20
171	" Bethel, "	2.47	.....	.....	1.35
178	" Randolph, "	3.00	6.19	.....	1.50
192	" Roxbury, "	3.30	.....	.....	2.27
199	" Northfield, "	3.45	6.45	.....	2.46
209	" Montpelier, "	4.13	7.23	.....	3.28
218	" Waterbury, "	4.25	7.30	.....	3.40
241	" Essex Junction, "	5.10	8.08	.....	4.40
249	" Burlington, "	5.45	3.40	.....	5.10
265	" St. Albans, "	6.10	8.50	.....	5.40
274	" Swanton, "	7.30	.....	.....	6.00
281	" Alburgh Springs, "	7.40	.....	.....	6.45
289	" Rouses Point, "	8.00	.....	.....	7.05
278	" Highgate Springs, "	8.50	.....	.....	6.25
290	" Stanbridge, "	7.14	.....	.....	3.48
308	" St. Johns, "	7.50	10.20	.....	7.50
335	" Montreal, G. T. Ry.....	8.45	11.20	.....	8.25
		P. M.	P. M.		A. M.

* Stops on Signal.

CENTRAL VERMONT LINE. **Montreal and White River Junction to Boston.**

THROUGH SCHEDULE, IN EFFECT JUNE 28, 1886.

STATIONS.	No. 162. Local.	No. 272. Mail.	No. 270. Day Exp.	No. 56. Night Express.
	A. M.	A. M.	A. M.	P. M.
Lv. Montreal, G. T. Ry.....				
" St. Johns, C. Vt. R.R.....			8.30	8.30
" Stanbridge, ".....			9.30	9.25
" Highgate Springs, C. Vt. R.R.....			10.04	*
" Rouses Point, ".....			*	*
" Alburgh Springs, ".....			10.05	5.20
" Swanton, ".....			10.22	5.40
" St. Albans, ".....		7.00	11.00	8.58
" Burlington, ".....		7.25	11.10	11.00
" Essex Junction, ".....		7.55	11.40	11.43
" Waterbury, ".....		8.40	12.28	*
" Montpelier, ".....		9.05	12.25	12.40
" Northfield, ".....		9.35	1.00	*
" Roxbury, ".....		9.55		*
" Randolph, ".....		10.25	1.40	2.00
" Bethel, ".....		10.40	1.57	*
" So. Royalton, ".....		10.55	2.10	*
Ar. White River Junction, ".....		11.35	2.45	3.15
Lv. Wells River, Pass. R.R.....		10.20		1.05
" Newbury, ".....		10.36		
" Bradford, ".....		10.55		2.25
" Fairlee, ".....		11.09		
" Ely, ".....		11.17		
" Thetford, ".....		11.30		
" Norwich, ".....		11.58		
Ar. White River Jct. ".....		12.05		3.15
Lv. White River Junction, B. & L. R.R.....	7.00	12.20	3.00	3.25
" West Lebanon, ".....	7.05	12.22		3.27
" Lebanon, ".....	7.20	12.33	3.10	3.37
" East Lebanon, ".....	7.35	12.43		*3.47
" Enfield, ".....	7.45	12.50	3.21	3.53
" West Canaan, ".....	7.55	12.57		*3.59
" Canaan, ".....	8.15	1.11	3.34	4.10
" Grafton Centre, ".....	8.27	1.25		*4.21
" Grafton, ".....	8.30	1.30		*4.25
" Danbury, ".....	8.39	1.41		*4.34
" South Danbury, ".....	8.45	1.49		*4.40
" West Andover, ".....	8.51	1.56		*4.46
" Potter Place, ".....	8.55	2.00	4.11	*4.48
" Andover, ".....	9.02	2.09		*4.54
" East Andover, ".....	9.08	2.15		*4.59
" Bristol, ".....	8.30	1.53		
" Hill, ".....	8.50	2.08		
" Franklin, ".....	9.24	2.32	4.32	5.12
" No. Boscawen, ".....	9.35	2.43		*5.22
" Boscawen, ".....	9.43	2.52		*5.29
" Fenacook, ".....	9.51	3.00	4.51	5.36
Ar. Concord, ".....	10.05	3.20	5.03	5.50
Lv. Concord, C. R.R.....	10.20	3.35	5.05	5.55
Ar. Manchester, ".....	11.00	4.22	5.39	6.30
" Nashua Junction, B. & L. R.R.....	11.45	5.00	6.08	7.00
" Lowell, ".....	12.17	5.34	6.34	7.35
" Lawrence, via Lowell, ".....	2.10	6.32		10.35
" Salem, ".....	5.20	7.05		8.45
" Boston, ".....	1.15	6.25	7.25	8.30
	P. M.	P. M.	P. M.	A. M.

* Stops on Signal.

MONTREAL AND BOSTON AIR LINE,

AND

VERMONT DIV. B. & L. R.R.

Through Schedule, in Effect June 28, 1886.

BOSTON TO MONTREAL AND QUEBEC.				MONTREAL AND QUEBEC TO BOSTON.			
Miles.	STATIONS.	No. 58.	No. 285.		STATIONS.	No. 318.	No. 56.
		A.M.	P.M.			A.M.	P.M.
....	Lv. Boston, B. & L. R.R.	8.30	7.00		Lv. Montreal, So. E. Ry	9.00	7.45
....	" Salem, " "	7.50	6.50		" St. Lambert, " "	9.25	8.10
26	" Lawrence, " "	8.15	6.40		" Farnham, " "	9.55	8.40
40	" Lowell, " "	9.20	7.48		" Sorel, " "	10.25	9.10
57	" Nashua Jct., C. R.R.	9.46	8.20		" Acton, " "	.....	2.15
75	Ar. Concord, " "	10.19	8.54		" Waterloo, " "	.....	5.35
....	Lv. Concord, B. & L. R.R.	10.50	9.25		" Sutton Jct., " "	.....	7.11
93	" Tilton, " "	10.55	9.30		" Richford, " "	.....	8.25
102	" Laconia, " "	11.27	10.11		Ar. Newport,* " "	11.26	10.20
104	" Lake Vill., " "	11.43	10.30			12.35	11.35
109	" Weirs, " "	11.50	10.35		Lv. Quebec, " "	.....	11.30
112	" Meredith, " "	12.00	10.45		" Sherbrooke, Pass. R.R.	5.30	4.35
121	" Ashland, " "	12.08	10.55		" Lennoxville, " "	5.37	4.42
126	Ar. Plymouth,* " "	12.28	11.14		" Ayers Flats, " "	6.27	5.32
....	Lv. Plymouth, " "	12.40	11.26		Ar. Newport, " "	7.15	10.25
133	" Rumney, " "	1.05	11.36		Lv. Newport, " "	1.08	11.40
146	" Warren, " "	.....	11.55		" Barton, " "	1.29	12.10
170	" Haverhill, " "	1.50	12.23		" Lyndonville, " "	2.10	12.55
168	Ar. Woodsville, " "	2.16	1.00		Ar. St. Johnsbury, " "	2.20	1.10
169	" Wells River, " "	2.30	1.20		Lv. Maquam, B. & L. R.R.	9.40	.....
191	Ar. Marshfield, M. & W. R.R.	2.35	1.25		" Swanton, " "	10.00	.....
207	" Montpelier, " "	4.10	.....		" Highgate, " "	10.12	.....
169	Lv. Wells River, Pass. R.	2.35	2.00		" Sheldon, " "	10.33	.....
179	Ar. Barnet, " "	.....	.....		" Cambridge Jc. " "	11.25	.....
189	" St. Johnsbury, " "	1.12	2.42		" Johnson, " "	11.47	.....
223	Ar. Kardwick, B. & L.	4.45	.....		" Hyde Park, " "	12.00	.....
237	" Morrisville, " "	.....	.....		" Morrisville, " "	12.18	.....
240	" Hyde Park, " "	5.35	.....		" Hardwick, " "	12.52	.....
245	" Johnson, " "	5.47	.....		Ar. St. Johnsbury, " "	2.20	.....
253	" Cambridge Jc., " "	6.08	.....		Lv. St. Johnsbury, P. Ry	2.28	1.15
271	" Sheldon, " "	6.58	.....		Ar. Wells River, " "	3.03	1.58
280	" Highgate, " "	7.17	.....		Lv. Montpelier, M. & W. R.R.	1.00	.....
285	" Swanton, " "	7.30	.....		" Marshfield, " "	1.30	.....
287	" Maquam, " "	7.40	.....		Ar. Wells River, " "	2.25	.....
197	Ar. Lyndonville, Pass. R.R.	3.32	3.02		Lv. Wells River, B. & L. R.R.	3.03	2.00
218	" Barton, " "	4.13	3.45		" Woodsville, " "	3.10	2.05
233	" Newport, " "	4.40	4.15		" Haverhill, " "	3.26	2.22
252	Ar. Ayers Flats, Pass. R.R.	7.50	7.02		" Warren, " "	3.54	2.53
270	" Lennoxville, " "	8.40	7.42		" Rumney, " "	.....	3.10
273	" Sherbrooke, " "	8.50	7.50		Ar. Plymouth,* " "	4.30	3.35
412	" Quebec, " "	.....	2.00		Lv. Plymouth, " "	4.40	3.35
233	Lv. Newport, So. E. Ry	4.45	4.30		" Ashland, " "	4.51	3.47
264	Ar. Richford, " "	5.50	5.40		" Meredith, " "	5.08	4.04
276	" Sutton Jct., " "	.....	6.02		" Weirs, " "	5.16	4.13
292	" Waterloo, " "	.....	7.10		" Lake Village, " "	5.26	4.23
318	" Acton, " "	.....	8.35		" Laconia, " "	5.30	4.29
298	" Farnham,* " "	6.55	6.45		" Tilton, " "	5.47	4.46
367	" Sorel, " "	.....	11.15		Ar. Concord, Concord R.R.	6.25	5.25
311	" Marieville, " "	7.35	7.36		" Manchester, " "	6.58	6.30
330	" St. Lambert, " "	8.10	7.45		" Nashua, B. & L. R.R.	7.29	7.05
336	Ar. Montreal, " "	8.30	8.10		" Lowell, " "	7.50	7.30
		P.M.	A.M.		" Lawrence, " "	.....	10.35
					" Salem, " "	.....	8.45
					Ar. Boston, " "	8.35	8.30
						P.M.	A.M.

* Dining Stations.

NEW YORK AND WHITE MOUNTAINS.

CONNECTICUT RIVER LINE.

Through Schedule. In Effect June 28 to October 2, 1886.
New York Terminus in Grand Central Depot.

NEW YORK TO FABYAN'S.			FABYAN'S TO NEW YORK.		
Miles from New York	STATIONS.	A.M.	STATIONS.	A.M.	
....	Lv. New York, N. Y., N. H. & H. R.R.	9.15	Lv. Crawford's, P. & O. R.R.....	8.35	
56	" Bridgeport, "	10.45	" Mt. Pleasant, B. & L. R.R.....	8.45	
73	" New Haven, "	11.20	" Fabyan's, "	9.15	
92	" Meriden, "	11.48	" Twin Mountain Ho., "	9.25	
109	" Hartford, "	12.15	" Profile House, P. & F. N. R.R.	9.00	
136	Ar. Springfield, "	12.55	" Bethlehem, "	9.15	
....	Lv. Springfield, C. R. R.R.....	1.00	" Maplewood, "	9.20	
153	" Northampton, "	1.30	" Bethlehem Jct., B. & L. R.R..	9.40	
172	" Greenfield, "	2.20	" Lancaster, "	9.10	
186	" So. Vernon, N. L. N. R.R....	2.45	" Jefferson, W. & J. R.R.....	9.10	
196	" Brattleboro', Vt. V. R.R.....	3.05	" Whitefield, B. & L. R.R.....	9.37	
220	" Bellows Falls, S. Co. R.R..	3.45	" Wing Road, "	9.53	
228	" Charlestown, " ...	3.55	" Littleton, "	10.06	
238	" Claremont Jct., " ...	4.10	" Lisbon, "	10.28	
246	" Windsor, C. Vt. R.R.....	4.30	" Wells River, Pass. R.R.....	11.00	
260	" White River Jct., Pass. R.R.	4.55	" White River Jct., C. Vt. R.R..	12.40	
300	" Wells River, B. & L. R.R....	6.15	" Windsor, S. Co. R.R.....	1.10	
310	" Lisbon, "	6.39	" Claremont Jct., "	1.25	
320	" Littleton, "	6.58	" Charlestown, "	1.45	
326	" Wing Road, "	7.10	" Bellows Falls, Vt. V. R.R.....	2.10	
331	" Whitefield, "	7.36	" Brattleboro', N. L. N. R.R....	3.00	
341	" Jefferson, W. & J. R.R.....	8.10	" So. Vernon, Conn. R. R.R.....	3.25	
341	" Lancaster, B. & L. R.R.....	8.00	" Greenfield, "	3.50	
331	" Bethlehem Jct., "	7.22	" Northampton, "	4.20	
333	" Maplewood, P. & F. N. R.R.	8.00	Ar. Springfield, "	4.50	
334	" Bethlehem, "	8.05	Lv. Springfield, N. Y., N. H. & H. R. R.	5.00	
341	" Profile House, "	8.20	Ar. Hartford, "	5.40	
335	" Twin Mount'n Ho., B. & L. R.R.	7.36	" Meriden, "	6.00	
340	" Fabyan's, "	7.50	" New Haven, "	6.45	
341	" Mt. Pleasant, P. & O. R.R....	8.00	" Bridgeport, "	7.10	
345	Ar. Crawford's, " ...	8.20 P.M.	Ar. New York, "	8.45 P.M.	

On the North-bound trip, time is given for dinner at Greenfield; and on the South-bound trip at White River Junction.

CONCORD AND CLAREMONT TIME-TABLES.

June 28, 1886.

BOSTON TO CONCORD AND CLAREMONT JUNCTION.

STATIONS.	No. 4. A.M.	No. 29. A.M.	No. 53. A.M.	No. 75. A.M.	No. 123. M.	No. 145. P.M.	No. 179. P.M.	No. 247. P.M.	No. 285. P.M.
Lv. Boston.....	7.30	8.30	9.30	12.00	1.00	3.00	5.30	7.00	
" Salem, v. Lowell		7.50	9.10	12.40	1.20	3.15	5.45	7.15	
" Lawrence "		8.15	9.30	11.23	12.05	3.15	5.45	7.15	
26 " Lowell.....		8.30	9.20	10.14	12.55	1.40	3.63	6.25	7.43
40 Ar. Nashua Jc.....		8.58	9.40	10.35	1.23	2.10	4.19	6.55	8.15
" Nashua Jc.....		9.00	9.45	10.49	1.40	2.13	4.20	7.05	8.20
57 " Manchester.....		9.48	10.10	11.15	2.22	2.43	5.03	7.45	8.54
75 Ar. Concord.....		10.30	10.50	11.40	3.02	3.12	5.42	8.25	9.25
Lv. Concord.....	7.00	11.00			3.25				
79 Ar. West Concord.	7.22	11.10			3.35				
83 " West Concord.	7.45	11.20			3.45				
85 " Tyler's.....	*				*				
87 " Contocook.....	8.00	11.30			3.53				
90 " W. Hopkinton.	8.27				4.05				
95 " Henniker.....	8.50				4.17				
96 " W. Henniker.	9.05				4.21				
102 " Hillsboro'.....	9.27				4.35				
90 " Dimond's.....	8.20	11.36			4.01				
91 " Bagley's.....	*	*			*				
94 " Warner.....	8.47	11.48			4.15				
96 " Waterloo.....	9.11	11.53			4.20				
98 " Roby's.....	9.20	11.57			4.25				
100 " Melvin's.....	9.29	12.02			4.31				
102 " Bradford.....	9.47	12.09			4.37				
109 " Newbury.....	10.11	12.24			4.52				
111 " Mt. Sunapee.....	10.39	12.34			5.06				
115 " Sunapee.....	10.42	12.42			5.17				
117 " Guilc.....	*	*			*				
118 " Newport.....	11.00	12.53			5.28				
121 " Northville.....	11.29	1.00			5.35				
123 " Kellyville.....	11.39	1.06			5.42				
129 " Claremont.....	12.20	1.20			5.57				
131 Ar. Claremont Jc.	12.30	1.25			6.05				

* Stops on Signal.

CLAREMONT JUNCTION AND CONCORD TO BOSTON.

STATIONS.	No. 56. A.M.	No. 94. A.M.	No. 162. A.M.	No. 238. P.M.	No. 270. P.M.	No. 294. P.M.	No. 318. P.M.
Lv. Claremont Jc.....		7.30					8.35
" Claremont.....		7.40					8.45
" Kellyville.....		7.54					9.00
" Northville.....		7.59					9.05
" Newport.....		8.07					9.10
" Guilc.....		*					*
" Sunapee.....		8.16					9.24
" Mt. Sunapee.....		8.30					9.38
" Newbury.....		8.37					9.43
" Bradford.....		8.54					9.50
" Melvin's.....		9.01					10.06
" Roby's.....		9.06					10.11
" Waterloo.....		9.11					10.16
" Warner.....		9.20					10.25
" Dimond's.....		*					*
" Hillsboro'.....		9.31					10.43
" West Henniker.....		8.50					10.50
" Henniker.....		9.05					10.57
" West Hopkinton.....		9.10					11.02
" Contocook.....		9.23					11.15
" Tyler's.....		9.39					11.31
" Mast Yard.....		*					*
" West Concord.....		9.49					11.41
Ar. Concord.....		9.59					11.51
Lv. Concord.....		10.10					12.02
Ar. Manchester.....	15.55	7.30	10.20	2.50	3.35	5.05	6.28
" Nashua Jc.....	16.25	8.11	10.58	3.21	4.20	5.39	6.59
" Nashua Jc.....	7.00	8.50	11.37	3.50	5.00	6.05	7.29
Lv. Nashua Jc.....	7.05	8.50	11.47	3.53	5.05	6.10	7.30
" Lowell.....	7.35	9.18	12.17	4.15	5.34	6.38	7.53
" Lawrence, v. Lowell	10.35	10.35	2.15	5.24	6.31		
" Salem.....	8.45	12.00		5.20	7.05		
Ar. Boston.....	8.30	10.08	1.15	5.00	6.25	7.25	8.35

* Monday as leaves 30 m. earlier. * Signal Station.

NASHUA, AMHERST, WILTON, PETERBORO', HILLSBORO', AND KEENE SERVICE.
IN EFFECT JUNE 28, 1886.

Miles	STATIONS.	No. 29.	No. 53.	No. 75.	No. 123.	No. 145.	No. 189.	No. 237.	No. 247.	No. 286.	STATIONS.	No. 54.	No. 56.	No. 76.	No. 94.	No. 101.	No. 123.	No. 145.	No. 189.	No. 237.	No. 247.	No. 286.	No. 318.
		A.M.	A.M.	A.M.	M.	A.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
...	Lv. Boston.....	7.30	8.30	9.30	12.00	1.00	3.00	5.00	6.30	7.00	Lv. Keene.....	.....	.....	6.00	6.16	6.33	6.40	6.50	6.50	6.50	6.50	6.50	6.50
...	" Salem.....	.....	7.50	9.10	12.40	12.40	.....	.....	.....	5.50	" Harrisville.....	.....	.....	6.38	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40
...	" Lawrence.....	.....	8.15	9.30	11.25	12.05	3.15	.....	.....	6.40	" Hancock.....	.....	.....	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
26	" Lowell.....	8.30	9.20	10.14	12.55	1.47	3.53	5.40	6.25	7.48	" Hillsboro'.....	.....	.....	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20	6.20
40	Ar. Nashua.....	9.03	9.40	10.35	1.28	2.10	4.22	6.07	6.55	8.15	" Antrim.....	.....	.....	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40	6.40
44	Lv. Nashua.....	9.10	.....	.....	.....	4.28	6.10	.....	.....	.....	" Bennington.....	.....	.....	6.48	6.48	6.48	6.48	6.48	6.48	6.48	6.48	6.48	6.48
45	" S. Merrimack	9.21	.....	.....	.....	4.41	D	.....	.....	.....	" Peterboro'.....	.....	.....	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35	6.35
48	Ar. Amherst.....	9.27	.....	.....	.....	4.47	6.26	.....	.....	.....	" Hancock Jct.....	.....	.....	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00	7.00
51	" Milford.....	9.34	.....	.....	.....	4.56	6.33	.....	.....	.....	" S. Benningt'n.....	.....	.....	7.03	7.03	7.03	7.03	7.03	7.03	7.03	7.03	7.03	7.03
55	" Wilton.....	9.45	.....	.....	.....	5.09	6.43	.....	.....	.....	" Greenfield.....	.....	.....	7.15	7.15	7.20	7.20	7.20	7.20	7.20	7.20	7.20	7.20
59	" S. Lyndeboro	9.57	.....	.....	.....	5.22	.....	.....	.....	.....	" S. Lyndeboro	.....	.....	7.28	7.28	7.41	7.41	7.41	7.41	7.41	7.41	7.41	7.41
66	" Greenfield...	10.15	.....	.....	.....	5.40	.....	.....	.....	.....	" W'ton.....	.....	.....	7.39	7.39	7.57	7.57	7.57	7.57	7.57	7.57	7.57	7.57
70	" S. Benningt'n	10.25	.....	.....	.....	5.45	.....	.....	.....	.....	" Milford.....	.....	.....	7.47	7.47	8.09	8.09	8.09	8.09	8.09	8.09	8.09	8.09
71	" Hancock Jct.	10.30	.....	.....	.....	5.55	.....	.....	.....	.....	Lv. Amherst.....	.....	.....	7.52	7.52	8.15	8.15	8.15	8.15	8.15	8.15	8.15	8.15
73	" Peterboro'...	10.50	.....	.....	.....	6.15	.....	.....	.....	.....	Ar. S. Merrimack	.....	.....	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21	8.21
78	" Bennington...	10.47	.....	.....	.....	6.02	.....	.....	.....	.....	" Nashua.....	.....	.....	8.04	8.04	8.34	8.34	8.34	8.34	8.34	8.34	8.34	8.34
75	" Antrim.....	10.55	.....	.....	.....	6.08	.....	.....	.....	.....	Lv. Nashua.....	6.40	7.05	8.10	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
82	" Hillsboro'...	11.20	.....	.....	.....	6.25	.....	.....	.....	.....	Ar. Lowell.....	7.10	7.35	8.30	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18
75	" Hancock.....	10.39	.....	.....	.....	6.04	.....	.....	.....	.....	" Lawrence.....	.....	.....	10.35	10.35	10.35	10.35	10.35	10.35	10.35	10.35	10.35	10.35
79	" E. Harrisville	10.51	.....	.....	.....	6.16	.....	.....	.....	.....	" Salem.....	8.45	.....	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
82	" Harrisville...	10.58	.....	.....	.....	6.25	.....	.....	.....	.....	" Boston.....	8.05	8.30	9.20	10.08	10.08	10.08	10.08	10.08	10.08	10.08	10.08	10.08
89	" Marlboro'...	11.15	.....	.....	.....	6.40	.....	.....	.....	.....													
96	" Keene.....	11.30	.....	.....	.....	6.55	.....	.....	.....	.....													

* Nashua Junction.

Niagara Falls, White Mountains & Portland Line.

From JULY 5th until OCTOBER 2d, 1886,

Trains, with Through Sleeping-Cars, will be run between

NIAGARA FALLS and PORTLAND, Me.,

OVER THE

ROME, WATERTOWN & OGDENSBURG R.R.

OGDENSBURG & LAKE CHAMPLAIN R.R.

BOSTON & LOWELL R.R. and

PORTLAND & OGDENSBURG R.R.

VIA

NORWOOD, SWANTON, ST. JOHNSBURY and FRYAN'S,

Passing through the White Mountains by daylight

IN BOTH DIRECTIONS.

These trains will leave Niagara Falls for the White Mountains and Portland, Me., every day, except Saturday, at 8.00 P.M., and reach Portland at 8.00 P.M. the following day.

RETURNING: will leave Portland at 8.35 A.M., every day, except Sunday, and reach Niagara Falls at 1.00 P.M. the following day.

As these trains will make connections at Niagara Falls with trains from and to CINCINNATI, CHICAGO, ST. LOUIS, DETROIT, and all parts of the West, it will be found the most convenient means of transit for summer tourists and regular travellers to all the Mountain and Sea Coast Resorts of MAINE, NEW HAMPSHIRE and NORTHERN NEW ENGLAND.

Folders, giving complete time-tables, will be issued about June 15th, and will be mailed free to applicants.

INDEX.

	PAGES		PAGES
Agassiz Basin	52, 86	East Andover	47, 142
Amherst	42, 60, 137	East Concord	56
Ammonoosuc River	30	East Fairfield	58, 141
Andover	47	East Hardwick	57, 141
Antrim	137	East Haverhill	53
Arlington	39	East Highgate	58
Ashland	50, 137	East Lebanon	48
Asquam House	76	East Lexington	141
Bath	53	East St. Johnsbury	57
Bethlehem	55, 97, 139, 157	East Swanton	58
Bethlehem Junction	54	East Tilton	49, 141
Belmont	139	Eating Houses	22
Bennington	139	Enfield	48, 142
Benton	139	Fabyan's	54, 101, 142
Billerica	40, 41	Fairfield	58, 142
Blairs	51, 139	Fall River Line	35, 159
Boston	39	Fletcher	58
Boscawen	46	Flume, The	90
Bradford	45, 139	Flume House	52, 92
Bristol	47	Forest Hills House	95
Bristol Branch	28, 47	Franconia	95, 142, 156
Brunswick Springs	107, 139	Franconia Notch	83, 143
Cambridge Junction	58	Franklin	47, 143
Campton Village	51, 140	Franklin Falls	143
Cambridge	12, 39	George's Mills	143
Canaan	48, 140	Gilmanton	143
Canterbury	140	Goodnow House	95
Centre Harbor	71, 140	Grafton	48
Central Vt. Line	37, 160, 166, 167	Greenfield	43, 143
Cherry Pond	55	Greensboro	57, 143
Cherry Mt. Slide	32	Groveton Junction	56, 143
Claremont	45, 140	Guildhall	56, 143
Claremont Junction	140	Hancock	43, 143
Claremont Branch	24, 45	Hardwick	57, 144
Colebrook	107, 140	Harrisville	43, 144
Concord, Mass.	39	Haverhill	53
Concord, N. H.	19, 44, 45	Hazen's Mills	55
Connecticut Lake	82, 141	Henniker	144
Connecticut River	30	Highgate	58
Connecticut River Line, 36, 160, 169		Hillsboro	144
Contoocook	45	Holderness	144
Cost of Mountain Tour	109	Hotel List	137, 153
Crawford House	101, 141	How to Make Mount'n Tour	111, 115
Crawford Notch	101	Hyde Park	58, 144
Dalton	55	Jefferson	32, 55, 105, 144, 158
Danbury	141	Johnson	58, 146
Danville	57, 141	Keene	44, 146
Dimond Pond	141	Keene Branch	24
Dixville Notch	107, 141	Laconia	50, 146
Dublin	63, 141	Lake Memphremagog	82
Dustin, Hannah	27	Lake View House, Sunapee	67

	PAGES		PAGES
Lake Village	50, 146	North Stratford	107, 150
Lake Winnepesaukee	69	North Woburn	15
Lancaster	56, 106, 146	North Woodstock	51, 86, 150
Lawrence	41	Norwich Line	36
Lebanon	48, 146	Official Staff B. & L. R.R.	4
Lexington	3, 146	Old Man of the Mountains	90
Lisbon	53, 98, 146	Old Powder House	12
Littleton	54, 93, 147, 155	Ossipee Mountain Park	74
Livermore Falls	51, 145	Parlor Car Lines	159, 160
Locks and Canal Co.	7	Peterboro'	43, 62, 150
Long Island	147	Peterboro' Branch	24, 26, 45
Lowell	7, 16, 41	Pemigewasset House	83, 149
Lunenburg	56, 147	Pemigewasset Valley 30, 50, 83, 154	
Mad River	85	Plymouth	50, 83, 150
Maplewood	55, 97	Ponemah Hotel	60
Maps. See Index of Illustrations.		Potter Place	47, 150
Marlboro'	43, 147	Profile House	52, 55, 88
Maquam	59, 147	Profile & F. N. R.R.	55
Mascoma Lake	80	Profile House Stage Line	86
Medford	40	Providence Line	36, 160
Melvin Village	147	Rumney	52, 150
Meredith	50, 147	Salisbury Centre	150
Merrimack River	16, 17, 28	Salem Branch	41
Middlesex	41	St. Johnsbury	57, 150
Middlesex Canal	7	Sandwich	150
Miles Pond	56	Scotts	56
Milford	42, 61, 147	Sheldon	58, 150
Milford Springs	60, 147	Sinclair House	99, 138
Montpelier	147	Somerville	39
Montreal Lines { 37, 38, 160, 163		Southern Division	24, 39
	166, 167, 168	South Lancaster	56
Moosilauke House	93	South Lyndeboro'	42, 150
Morrisville	58, 148	South Merrimack	42, 151
Mt. Moosilauke	92	Squam Lakes	76
Moultonboro'	76, 148	Stage Lines	161, 162
Mt. Monadnock	63	Stoneham Branch	16, 40
Mt. Pleasant House	101	Stonington Line	35
Mt. Sunapee	46, 79	Sugar Hill	96, 151
Mt. Washington	54, 103, 148	Summer Boarding	115
Mt. Washington Branch	32, 54	Sunapee Harbor	68, 79
Mt. Washington Railway	32, 103	Sunapee Lake	25, 77, 151
Mt. Willard	101	Sunapee Mountain House	66
Mt. Vernon	61, 148	Sunset Hill House	95
Nashua	17, 42, 148	Swanton	59
Newbury	46, 68	Tewksbury	41
Newfound Lake	80, 148	Thornton	51, 151
New London	68, 148	Time Schedules	159-172
New York Lines { 35, 36, 37, 159		Tilton	49, 151
	160, 169	Twin Mountain	54, 99, 151
Newport	26, 46, 65, 148	Tyngsboro'	42
Niagara Falls & Portland Line	172	Vermont Division	33, 56
Northern Division	26, 46	Walden	57
North Branch	148	Warner	45, 151
North Chelmsford	41, 148	Warren	52, 151
North Concord	57	Washington	151
North Haverhill	53, 148	Waterville	151
North Lisbon	54	Webster, Daniel	27

	PAGES		PAGES
Webster Lake	28	White Mountains Division	29, 49
Webster Place	47	White Mountain House	54
Weirs	50, 71, 151	Whitefield	55, 152
Wells River	53	White River Junction	48, 152
Wentworth	52	Winchester	40
West Andover	152	Wilmington	40
West Campton	152	Wilton	42, 152
West Concord	5, 152	Wing Road	54
West Hopkinton	152	Woburn	15, 40
West Lebanon	152	Wolcott	57, 152
West Medford	13, 40	Wolfboro'	71, 153
West Rumney	52	Woodsville	53, 153
West Stewartstown	152	Woodstock	51
West Thornton	51, 152		

TOURS.

	PAGES		PAGES
Adirondacks, N.Y.	136	East Lebanon, N.H.	118
Acton, P.Q.	134	East St. Johnsbury, Vt.	129
Alexandria Bay, N.Y.	136	East Swanton, Vt.	129
Alburgh Springs, Vt.	127, 128	Ely, Vt.	130
Amherst, N.H.	118	Enfield, N.H.	118
Antrim, N.H.	118	Essex Junction, Vt.	127
Arthabaska, P.Q.	134	Fabyan's, N.H.	119, 122-124
Ashland, N.H.	118	Fairlee, Vt.	130
Ausable Chasm, N.Y.	119	Fairfield, Vt.	129
Ayer's Flats, P.Q.	130	Farnham, P.Q.	134
Barre, Vt.	127	Fletcher, Vt.	129
Barnet, Vt.	130	Franklin, N.H.	118
Barton, Vt.	130	Glen House, N.H.	125, 126
Bennington, N.H.	118	Grafton, N.H.	118
Bethel, Vt.	127	Grafton Centre, N.H.	118
Bethlehem, N.H.	119, 122	Georgia, Vt.	127
Bethlehem Junction	122	Greenfield, N.H.	118
Bradford, N.H.	118	Greensboro, Vt.	129
Bradford, Vt.	130	Groveton Junction, N.H.	118
Bristol, N.H.	118	Hancock, N.H.	118
Burlington, Vt.	127	Harrisville, N.H.	118
Cambridge Junction, Vt.	129	Hardwick, Vt.	129
Campton, N.H. (Blairs)	118	Haverhill, N.H.	118
Campton Village, N.H.	118	Highgate Springs, Vt.	127
Canaan, N.H.	118	Highgate, Vt.	129
Centre Harbor, N.H.	119, 121	Hillsboro' N.H.	118
Chateaugay Chasm, N.Y.	136	Hyde Park, Vt.	129
Claremont, N.H.	118	Jefferson, N.H.	119, 122
Crawford House, N.H.	119, 122	Johnson, Vt.	129
Colebrook, N.H.	135	Keene, N.H.	118
Connecticut Lake, N.H.	135	Laconia, N.H.	118
Danbury, N.H.	118	Lake Village, N.H.	118
Danville, Vt.	129	Lake Megantic, P.Q.	135
Dixville Notch, N.H.	135	Lake Memphremagog, Vt.	121, 122
Doucett's Landing, P.Q.	134	Lancaster, N.H.	118
East Andover, N.H.	118	Lebanon, N.H.	118
East Concord, Vt.	129	Lenoxville, P.Q.	130
East Fairfield, Vt.	129	Lisbon, N.H.	118
East Highgate, Vt.	129	Littleton, N.H.	118
East Hardwick, Vt.	129	Lunenburg, Vt.	129



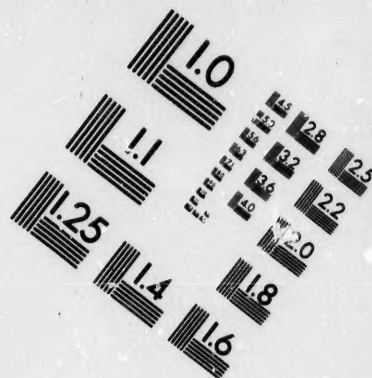
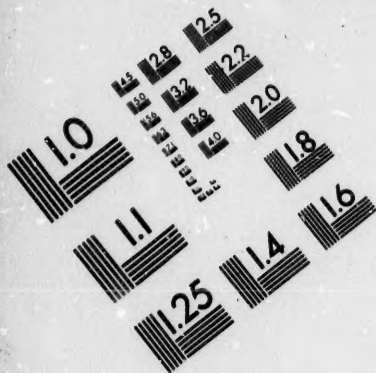
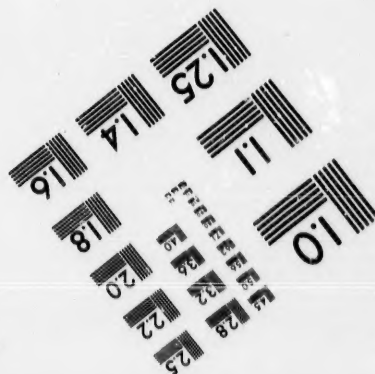
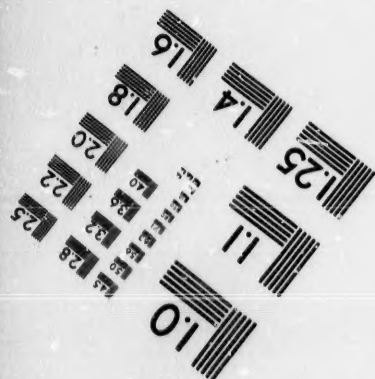
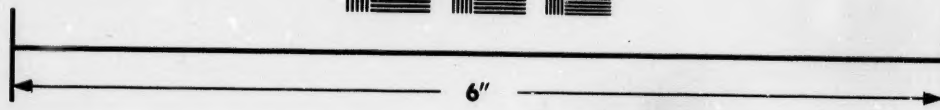
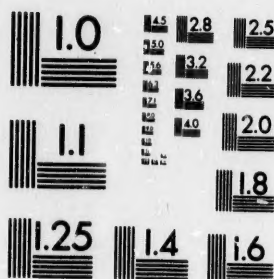


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.8 2.0 2.2 2.5 2.8 3.2 3.6 4.0

10

TOURS—Continued.

	PAGES		PAGES
Lyndonville, Vt.	130	St. Albans, Vt.	127
Maplewood, N.H.	119, 122	St. Johns, Can.	127
Marlboro', N.H.	118	St. Johnsbury, Vt.	129, 130
Maquam Bay, Vt.	129	St. Leon Springs, Can.	134
Meredith, N.H.	118	Saguenay River, Can.	134
Milford, N.H.	118	Sharon, Vt.	127
Milton, Vt.	127	Sheldon, Vt.	129
Miles Pond, Vt.	129	Sheldon Junction, Vt.	129
Montreal, Can.	130-132	Sheldon Springs, Vt.	128
Montpelier, Vt.	127	Sherbrooke, P.Q.	130
Morrisville, Vt.	129	Sorel, P.Q.	134
Mt. Mansfield,	127, 128	South Lyndeboro', N.H.	118
Mt. Moosilaunke, N.H.	120	South Royalton, Vt.	127
Mt. Pleasant, N.H.	120, 124	Stanstead, P.Q.	130
Mt. Washing- ton, N.H.	119, 120, 124-126	Stowe	127, 128
Newbury, N.H.	118	Sunapee, N.H.	118
Newbury, Vt.	130	Swanton, Vt.	127, 129
Newport, N.H.	118	Thetford, Vt.	130
Newport, Vt.	121, 122	Tilton, N.H.	118
North Concord, Vt.	129	Twin Mt'n House, N.H.	120, 126
North Conway, N.H.	120, 125	Walden, Vt.	12
North Haverhill, N.H.	118	Warren, N.H.	118
North Stratford, N.H.	135	Warner, N.H.	118
Northfield, Vt.	127	Waterbury, Vt.	127
North Woodstock, N.H.	118	Waterloo, P.Q.	134
Norwich, Vt.	130	Weirs, N.H.	118
Ogdensburgh, N.Y.	136	Wells River, Vt.	128, 130
Ottawa, Can.	132	West Concord, Vt.	129
Peterboro, N.H.	118	West Thornton, N.H.	118
Plymouth, N.H.	118	West Burke, Vt.	130
Potter Place, N.H.	118	Whitefield, N.H.	118
Profile House, N.H.	120, 126	White River Junction, Vt.	118
Quebec, Can.	132-134	Wilton, N.H.	118
Randolph, Vt.	127	Wolfboro, N.H.	120, 121
Richmond, Vt.	127	Wolcott, Vt.	129
Richmond, P.Q.	134	Woodstock, Vt.	128
Rouse's Point, Vt.	127	Woodstock, N.H.	118
Roxbury, Vt.	127	Woodsville, N.H.	118

TICKETS FOR THE TOURS DESCRIBED IN THE FOREGOING PAGES, AND ALSO FOR ALL WESTERN POINTS, ARE OBTAINABLE AT THE BOSTON CITY PASSENGER AGENCY OF THE BOSTON & LOWELL RAILROAD, 218 WASHINGTON STREET, THREE DOORS SOUTH OF OLD STATE HOUSE.

FULL INFORMATION AS TO RATES, ROUTES, &c., WILL BE CHEERFULLY GIVEN BY MR. L. S. DOW, AGENT, AND CORRESPONDENCE IS RESPECTFULLY SOLICITED.

